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ATLANTA AUTO RACES RUN IN A HEAVY FOG

APPERSON JACK RABBIT WINS
TEN-MILE EVENT.

AMATEURS IN CLOSE CONTEST

ATLANTA AUTO SPEEDWAY, AT-
LANTA, November 10.—Cold,
foggy weather today, threatening rain
did not deter the crowds from attending
the second day's racing at the new
two-mile speedway.

As a curtain raiser five motorcycles
were started on a twenty-mile race. Three
Indians, a Merkel and a Reading Stand-
ard started. Stubbs at the end of ten
miles led his nearest competitor by a mile,
but had to stop at the pit on his
lap, being passed by his previous pursuer,
with R. W. Gale, also of the Indian
team, in the lead in the sixteenth mile.
Stubbs resumed, but had to withdraw in
the eighth lap. The order of the finish:
First—Merkel (Walshour).
Second—Indian (Gale).
Third—Reading Standard (Moss).
Time, 29:16.

George Robertson made his first start of
the meet in the ten-mile stock chassis,
at 100 cubic inches event, driving a
flat sixty. Strang, piloted a similar car.
McGinnis was at the wheel of a Stearns
sixty, and Harding drove an Apperson
Jack Rabbit.

Strang and Robertson Out Early.
Strang's engine required attention on the

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Strang and Robertson Out Early.
Strang's engine required attention on the third lap and his rivals thundered past him, Harding in the lead. Strang withdrew, and was followed by Robertson in the other Fiat. Harding, who had been in second place, went ahead and won in 8:30.68. Marquis's time was 9:30.7.

Three amateurs, Calvin Travis (Chalmers-Detroit), William E. Oldknow (Buick) and John M. Rutherford (Stearns), entered the ten-mile amateur free-for-all, Rutherford taking the lead in the first lap, followed by Oldknow. Travis was soon distanced, and the prettiest race of the meeting developed between Oldknow and Rutherford:

The finish, one-one-hundredth of a second apart with Oldknow in the lead by only seventeen inches, as shown by the electric recording device, brought the spectators to their feet. Rutherford gained the lead and held it till the last second. Coming down the home stretch Oldknow drew up with him and to the spectators the finish looked like a dead heat. But Oldknow had about half a wheel advantage. He was cheered to the echo. The order of the finish:

Bulek (Oldknow), 8:52.76.
Stearns (Rutherford), 8:52.8.
Chalmers-Detroit (Travis), 10:02.75.

Strang's Fiat Unbeatable.

A four-mile free-for-all brought out Strang's big Fiat; Robertson, who went out in the first lap; Christie, Disbrow, in a Rambler, and Aitken at the steering post of a National. Strang ran away from the others and finished at his ease. Summary:

First-Fiat (Strang), 2:47.02.
Second-Christie (Christie), 3:07.63.
Third-National (Aitken), 3:10.1.

Strang in his Fiat, Oldfield piloting the big Benz, and Christie in the car that bears his name, took a flying start on a ten-mile special race, their cars respectively being of 200, 150 and 150-horse power. Oldfield, whose mile record was lowered by five seconds by Strang yesterday, to-day cabled to Germany for a new 220-horse power car with which to seek the recovery of the American mile-track championship.

Oldfield got away in the lead, but Strang passed him at the mile and flashed past the stand twenty yards ahead of the

**BRIEF LIBE-
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LEAVES PR

(Special to
MICHIGAN)
Armed with a
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mens from every section show the President with the approval of actions."

Makes a Hit.

Mr. Ellison's lecture recess until recess the delegates enjoyed short trips to

oh was of more than cause, the delegates members of congress, of the Twelfth, Tenth, Barnhart, of no districts, were on art speeches.

A meeting was made up of Cincinnati, in each full of wit and Mr. Probasco said: "As this are remarkable, there is probably some who is not in agreement of existing and artificial and new ones, all of the growth of our proportion to the to handle our venture at this minute of existing commerce era of good times to the northwest simply a gabfest either for a sort of break of common nations, all agreeing, or are we met to have a common aim to get something to be done, it must by our government

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Page Eighteen.

Strang in his Flat, Oldfield piloting the big Benz, and Christie in the car that bears his name, took a flying start on a ten-mile special race, their cars respectively being of 200, 180 and 150-horse power. Oldfield, whose mile record was lowered by five seconds by Strang yesterday, today cabled to Germany for a new 220-horse power car with which to seek the recovery of the American mile-track championship.

Oldfield got away in the lead but Strang passed him at the mile and flashed past the stand twenty yards ahead. Christie slipped badly at the turns and dropped behind. Strang lowered the ten-mile track record, made here yesterday by Aitken in a National, by 1 minute and .47 of a second. Oldfield, who held the record previously to Aitken of 8:55.7, lowered his own mark by .18.99. Summary:

Flat (Strang), 7:01.94.

Benz (Oldfield), 7:27.71.

Christie (Christie) withdrew.

There were six entrants in the longest race of the day, the 100-mile stock chassis, 161 to 200 cubic inches, for the Candler trophy. There were two E. M. F. cars, driven by Jones and Yerger; two Baltimore-Detroit "thirties," piloted by Knipper and Matson; a Fuller, with Schrotzger at the wheel, and a Buick "eighteen," driven by Nelson.

At the end of fourteen miles Knipper had gained a lap on every car except Jones's E. M. F. Matson had trouble on the back stretch and was nearly two laps behind. In the third lap before Matson's trouble, he lost second place to Jones.

Cold Mist Mars Races.

Nelson worked from third place to second in eight miles, but in the next two miles he was passed by Jones only to regain second position in the next fourteen miles. Matson started off the race and worked gamely into fourth place at the end of eighteen miles, and at twenty-six miles he was passing Nelson to second position. Jones's car dropped to fourth. Knipper was two laps ahead at the twenty-second mile and was holding well at the end of thirty-two miles. His time on twenty miles was 3:44.41. A cold, steady rain was falling.

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