

Car That Made Record on Santa Monica Course Runs at Motordrome

Out of sorts with himself and physically unable to have appeared in the first races at the new motordrome track, Al Livingstone has announced that he is prepared through the coming week to drive his Stoddard-Dayton racing car at a speed that will shatter even the wonderful records already made.

When this car was entered in the Santa Monica road races of last year it showed on its tryouts its great speed and during the preliminaries covered many of the fastest miles made over the big course. In the real race it was eliminated on the first lap, however, because of an unexpected misplacement of some of its parts. For the forthcoming speed tests to be held during the week, it will be overhauled and be in prime condition. Livingstone also expects to be in what is technically known as "form."

This racer is not the only car that has drawn the attention of visitors to the Stoddard-Dayton Motor Company's headquarters for there is a handsome new torpedo, finished in brown with gold and black stripes that has made a striking showing. It has attracted attention at all of the Eastern automobile shows through the winter.

OLDFIELD COLORS ARE AGAIN LOWERED BY MODEST BRAGG

Though Daredevil Barney Gets Away First, Boy Amateur Wins Gruelling Race

TWO MILES IN 1:19:48

Takes New World's Record to Beat Motor Idol and Crowd Goes Wild With Joy

A new world's champion was made yesterday at the Motordrome when Caleb S. Bragg, millionaire and boy amateur, defeated Barney Oldfield in a two-mile race that is declared to have been the most spectacular event ever witnessed on any race course in any, or under any circumstances.

It was the second heat of a contest in which Bragg had gained the first honors on Saturday, driving his machine from a standing start at a speed that Oldfield found it impossible to equal because of the terrific effort he made to clutch his tires to the smooth boards.

By his magnificent victory Bragg made himself a hero for the crowd, but at the same time did not detract from the magnificence of Oldfield's speed. It is barely possible that Oldfield underestimated the courage and headwork of his amateur rival. On the other hand, Oldfield's car is stripped so light that it does not adequately hold the track of the Motordrome.

It seemed impossible that two cars could prove such marvels of speed as they showed themselves to be in this big \$2000 event, with additional silver trophies and huge side bets registered.



Great Crowd on Feet

The entire gathering of 15,000 people was on its feet in the last mile when Oldfield and Bragg, driving side by side, were reeling off a speed that was not long undreamed of. The time for the two miles was 1:19:48—a desperate record where two cars are so close together that the very swerve of an inch, the shattering of a tire or the loosening of a steering knuckle means instant death to one or both competitors.

Oldfield, the man who has made motor racing what it is throughout the world, merely smiled at his defeat and walked over to congratulate Bragg. The younger man was hoisted to the shoulders of the crowd and given a huge ovation. The millionaire driver blushed and begged to be taken out of the limelight.

The race was run from a rolling start, both men crossing the tape on even terms. Oldfield struck out at a speed that seemed to indicate his victory unless he wore down his own tires. For more than a mile of the event he retained a lead that was only sufficient to suggest the resources of his big Benz.

Bragg Ties With Oldfield

Then, on the last turn, Bragg put on every iota of speed and paralleled Oldfield.

Barney feared the possibilities of accident, but, in the face of personal harm, he increased his speed. His tires failed to hold the track and he slipped up and down until it was almost inevitable that he would overtopple. Past the grandstand the men were even, going by the pits Bragg was ahead by the length of a hood. At the tape there was not more than a few feet between them.

The great victory came after a promise that Bragg had made to his mother that he would never compete in any "fast" races and certainly never run against such daredevils of speed as Oldfield. He had entered the race only because such men as De Palma had refused to run, and in the interest of sport, he wanted to see the match race carried out. He had one advantage in the fact that Oldfield at all times gave him an open track and at no moment tried to crowd him into the stand or pocket him at the dangerous points.

The long race of the day was for 100 miles, in which six cars started. Harris Hanshue, who was injured a week ago in an accident, drove one of the machines, using the identical engine of the car that had been torn to pieces.

Tires at Fifteenth Mile

He remained on the course for over fifteen miles and there were cheers for him and cheers for the American car at every turn. He was handicapped by his torn muscles and his crushed lungs, however, and withdrew.

Harroun won this race, never stopping once for tires or other repairs—the only car that did not draw into the pits one or more times. Nik Nikrent, in the Buick, was second, and Barney Oldfield, who broke individual mile records, but who wore out his tires by his speed, was third in his Knox. The time for the first fifty miles was 38:14.33 and for the entire hundred miles was 1 hour, 16 minutes, 21.90 seconds.

One of the spectacles of the day was a contest between four stock cars bearing the Ford name-plate, entered by Roger Stearns, of the Standard Motor Car Company. The machines presented a pretty picture as they raced together for ten miles. Each car was of the same type and of the same power, and the slight variance between them was not noticeable. Roger Stearns himself drove one of the machines and was defeated by a car piloted by a few feet margin. The race was one that sought to break no records, but showed the durability of cars sent out from one shop.

Bursting Tire Beats Nikrent

In the ten-mile stock car race Bill Endicott finally defeated Nik Nikrent, when the latter lost a tire and was forced to slow down at a turn. The time was 8:16:74.

Another ten-mile race was won by Nik Nikrent in a Buick, defeating Harroun and his partner in 7:36:31. This was one of the consistent races of the day.

The next event at the Motordrome, whose inaugural is now passed, is a twenty-four hour race that begins April 30. It is not possible as yet to give the names of the drivers, but they are the famed men of the motor-racing world. The big drivers, however, must substitute another driver every hour throughout the contest. The track lights have been arranged so as to convert midnight darkness into the light of noonday.

DE PALMA AFTER 'BARNEY'

Willing to Post \$1000 for Match With Oldfield

Ralph De Palma last night notified the sporting editor of the "Examiner," that he is willing to post \$1000 with the Motordrome officials, for his appearance on the "pie pan" next Saturday, in Caleb Bragg's racer, ready for a match race with Barney Oldfield, world's champion track driver.

The racing committee has already arranged a match race for Saturday and Sunday between Oldfield and George Robertson, winner of the Vanderbilt cup. One heat will be run Saturday, and, if a third is necessary, it will be run after the second heat Sunday afternoon.

Barney Oldfield said: "De Palma's challenge will not be productive of a race. The car which he wants to race against me is being advertised as a stock car. The race would be a question of tires. I will fulfill my contract here, but it does not include putting my world's record Benz against a stock car."

CHAMPIONS TO MEET ON PIE-PAN TODAY

Motordrome Program Arranged to Furnish Thrilling Bursts of Speed

From start to finish, today's program at the motordrome is easily the best yet presented in the inaugural meet at the "pie pan" track. It is classified for snappy, exciting brushes, certain to develop thrilling bursts of speed.

One of these is practically a duel between De Palma and Oldfield, for the two have their Fiat and Knox respectively entered in the third event, together with Al Livingstone with his Stoddard-Dayton. This will give the champions an excellent chance and is likely to develop a near-championship contest.

Oldfield and De Palma are also matched today in the ten-mile free-for-all, class D, and the ten-mile stock chassis, class C. In the former, George Robertson, Caleb Bragg and Ben Kerscher are also entered. The race already run of this character was pronounced one of the most astounding contests ever witnessed on a race track by the experts who saw Robertson win it by as brilliant driving as has been seen either in this country or abroad.

The big cars demonstrate the revolutionary character of the Los Angeles motordrome idea, as conceived by Jack Prince and F. E. Moskovic, and every race is a revelation to the experts who are here to act as representatives of the American Automobile Association, or as officials of the meet.

The possibilities of the motordrome, for an entirely new character of contests, will be better demonstrated this afternoon than through any program yet carried out at the meet. Today's events are all short and bring together evenly matched contestants, and from beginning to end the events will be exciting and of the breath-taking kind that a racing crowd wants to see.

Today's program:

First event—World's record trials, distances to be announced, by Ben Kerscher, George Robertson, Ralph De Palma and Barney Oldfield, and trials to make new amateur world's records by Caleb S. Bragg.

Second event—Ten mile stock chassis, class C, division 2, 161-230 cubic inches displacement, for which the world's record is 9:32.22, made by Endicott with the Cole. Entries: Buick, Nik Nikrent; Ford, L. J. Hampton; Cole, Bill Endicott; Warren-Detroit, Arthur Miller; Firestone-Columbus, O. C. Linthwaite.

Third event—Ten-mile free for all, stock chassis, class E, under 600 cubic inches displacement restrictions. Entries: Fiat, Ralph De Palma; Knox, Barney Oldfield; Stoddard-Dayton, Al Livingstone; Great Western, Peter Desseaux.

Fourth event—Ten-mile free for all, class D. Entries: Fiat 50, C. S. Bragg; Simplex, George Robertson; Darracq, Ben Kerscher; Fiat Cyclone, Ralph De Palma.

Fifth event—Ten-mile stock chassis, class C, division 4, 451-600 cubic inches displacement. Entries: Fiat 60, Ralph De Palma; Knox, Barney Oldfield; Stoddard-Dayton, Al Livingstone; Great Western, Peter Desseaux.

Sixth event—Fifty miles, stock chassis, class C, division 4, 301-450 cubic inches displacement. Championship. Entries: Buick, Nik Nikrent; Harroun, Ray Harroun; Chalmers, Frank Free; Marmot, Scott Wade.

Marmot, driven by Harry covering 148 miles. Harroun stop once during the two 100-mile went out of the 80th mile. The Carlis had both stopped. The hour and half saw first with 111 miles, the with 105, and the second car third, with 102, 77

Barney

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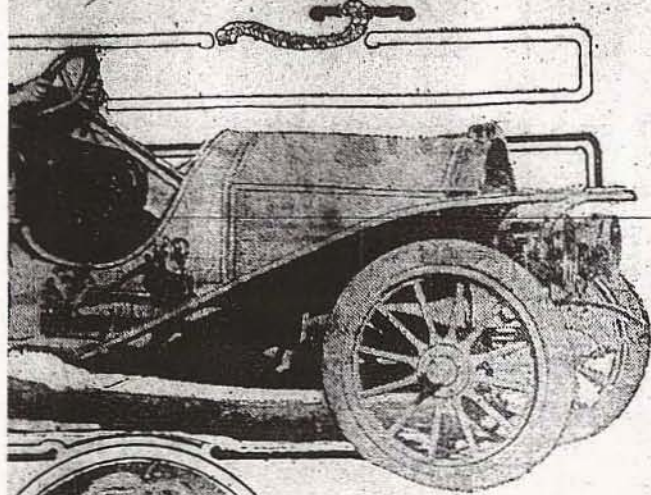
Will Join Barney on Race Track Requisites:

to the game as a life's one more battle for it Sam Langford, Jack one else, Ketchel will ment and try to foray was the ace of the gloves, at the middle

Ketchel has been racing car, understand and has done a lot likes the reckless driving to gamble on an accident going at a which our forefathers possible.

Barney Oldfield, driver, thinks that the requisites to be pilot of speedy race he will teach him of curve shooting, top speed and assistance development as a the wheel on one of chimes in the road a of the country.

STODDARD-DAYTON RACER STONE'S SPEED TESTS



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OLDFIELD LOSES FIRST MATCH RACE

Beaten by Bragg, Who Finishes Well Ahead in Slow Time—Final Heats Will Be Run Today—Oldfield Withdraws from Non-stop Contest.

PLAYA DEL REY, CAL., April 16. The feature of the day's racing on the Los Angeles motordrome today was the running of the first of the Oldfield-Bragg match race, which was put on to replace the Oldfield-DePalma race declared off on account of the disabled condition of the 190-horsepower Fiat racer. The distance was two miles, standing start. Bragg won by a good margin. The time, 1:28:75, was slow. The second and third heats will be run tomorrow.

The two-hour free for all stock chassis race brought out eight starters, and at the end of the time four remained on the track. The Marmon, driven by Harroun, won by covering 148 miles. Harroun did not stop once during the two hours. Oldfield went out of the race in the 80th mile. The Corbin and Dorris had both stopped before this. The hour-and-half saw the Marmon first with 111 miles, the Fiat second with 105, and the second Marmon car third, with 103. The Stoddard-

Dayton, by stopping for gasoline, had fallen into fourth place. The cars held this position almost to the finish and with only four miles to go, the Marmon ran out of gasoline and lost third place to the Stoddard-Dayton.

Oldfield with the Knox, defeated DePalma in his Fiat in the ten-mile stock chassis race and Nikrent in a Buick beat Harroun's Marmon in the five-mile. Summary: Five mile stock chassis, 301-450 cubic inches—Buick (Nikrent) won; Marmon (Harroun), second. Marmon (Wade), third. Time 3:52:68. Ten miles stock chassis, 451-600 cubic inches—Knox (Oldfield) won; Stoddard-Dayton (Livingstone), second; Fiat (De Palma), third. Time 7:20:66.

Match race, 2 miles, first heat—Fiat 90, (Bragg,) won; Benz, (Oldfield,) second; Time 1:26:75.

Two hours, free-for-all—Marmon (Harroun) 148 miles, won; Fiat (De Palma), 140 miles, second; Stoddard-Dayton, (Livingstone,) 137 miles, third.

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The entire gathering of 15,000 people on its feet in the last mile when field and Bragg, driving side by side, were reeling off a speed that was long undreamed of. The time for two miles was 1:19:48—a desperate race where two cars are so close together that the very swerve of an inch, shattering of a tire or the loosening of a steering knuckle means instant death to one or both competitors. Oldfield, the man who has made racing what it is throughout the world, merely smiled at his defeat and led over to congratulate Bragg, the younger man was hoisted to the shoulders of the crowd and given a ovation. The millionaire driver shed and begged to be taken out of limelight.

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Barney Oldfield

Makes

World's Records

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TIRES

Knox, Darracq, Maxwell and Ford,
all winning cars at Ingelside Race
Meet, equipped with Firestone Tires.

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THE FIRESTONE TIRE AND RUBBER CO.

Will Join Barney Oldfield on Race Track—Has Requisites for Job.

to the game as a life's work, but after one more battle for the crown, he left Sam Langford, Jack O'Brien or any one else. Ketchel will go into retirement and try to forget that he ever was the ace of them all with the gloves, at the middleweight limit.

Ketchel has been driving his own racing car, understands it thoroughly and has done a lot of speeding. He

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