

Masterly Driving Wins Trophy for Kincade

NATIONAL CAR WINS 100-MILE GRIND FROM FIELD OF SEVEN STARTERS; AUTO RACES FREE FROM ANY SERIOUS ACCIDENTS; GREAT CROWD PRESENT.

By JOE KELLY

Driving his National 49 in masterly fashion, Kincade won the Prest-O-Lite trophy, the event of the opening day's races at the Speedway, from a field of seven starters and incidentally smashed the record of Chevrolet made at Atlanta for the same instance for the same sort of cars.

Kincade's time for the gridding race of 100 miles was 1 hour 23 minutes and 42.15 seconds. Chevrolet's time for the same distance was 1 hour 24 minutes 3.70 seconds.

Five cars were in the race when the feature event was closed. Metz, the boy who figured in the appalling accident during the progress of the race last year, being second in his National. Luch, driving his Jackson, got his machine over in third place. Dawson in a Marmon was fourth and Harroun also in a Marmon was fifth.

The Prest-O-Lite eclipsed the other events of the day. With its winning went the valued trophy and a gold medal. A silver medal went to the second man.

TOUR ENTRIES WILL CLOSE WEDNESDAY

Seventh Annual Reliability Run

Aitken got away first in his National but it was not long until he relinquished the lead to Harroun in the Marmon. Aitken was leading in the first ten miles, doing that distance in 8:23.35, breaking the former record in that class held by Chevrolet. Fox, driving the Pope-Hartford car and his mechanic, Fuller, broke a steering gear on the seventh lap and ran off the track. The car refused to turn over but both were given good scores.

Harroun in the Marmon led at the end of the first 20 miles with Aitken second. At the end of the first 30 miles, Harroun led, with his team mate, Dawson, second. The breaking of a valve put Harroun out of it for he lost several laps on that account. Finally Aitken was compelled to give up the battle, his car suffering from transmission trouble. Suffering with ill to his engine, Dawson, who had been leading with his Marmon, gave the lead to Kincade in the 35th lap.

The driving of Kincade was spectacular. He worked his machine to the limit but nursed it so that it went through the race in good style. In the 23rd lap, the tire on one of the rear wheels burst in front of the grandstand. The car swerved across the track and it looked for an instant as if the machine would plunge into the fence. Quickly, Kincade had the machine under control. He rammed her back in her course again and stopped within 100 yards of the accident, amid the applause of the spectators, who fully understood how nearly a horror had been averted.

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Seventh Annual Reliability Run
of A. A. A. Ready for Start
From Cincinnati.

STAYER CARS ENTERED

With the entries closing on Wednesday next the start of the seventh annual reliability tour of the A. A. A. for the Golden and Chicago trophies is but 16 days away. All the details have been attended to, including the arrangements for gasoline and oil supplies at the noon and night stops, and also as to hotel accommodations for the tourists.

It has been necessary this year to plan two rather unusual river crossings. The first is at Trotter's Landing, about 60 miles below Memphis, Tenn., where the caravan crosses the "father of waters." The Board of Trade, at Helena, Ark., which is three miles farther down the Mississippi, has arranged to have a number of huge lumber barges, such as are commonly used in that section, meet the cars. The levee of the river, which is some 30 feet high at Trotter's Landing, is being cut away in order to form a chute for cars. They will run onto the barges as they arrive and when they have all been assembled on the barges the latter will be coupled and a steamboat will tow

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The driving of Kincaid was spectacular. He worked his machine to the limit but nursed it so that it went through the race in good style. In the 23rd lap, the tire on one of the rear wheels burst in front of the grandstand. The car swerved across the track and it looked for an instant as if the machine would plunge into the fence. Quickly, Kincaid had the machine under control. He rammed her back in her course again and stopped within 100 yards of the accident, amid the applause of the spectators, who fully understood how nearly a horror had been averted.

Nearly 10,000 saw the opening day's races. Not all the spectators enjoyed the ruling of the A. A. A. officials which barred so many of the cars from the Class B stock races. This ruling looked for a time to be a severe blow to the races when, for instance, it made the second event impossible. In the first event for speed trials Bragg made the best time, doing the trial in 39.5 seconds. Chevrolet in the Buick was a winner in event No. 3, beating Endicott in his Cole, who finished second and Frayer, in his Firestone-Columbus, third. In event No. 4, the two Marmons, driven by Harroun and Dawson, finished in a dead heat. Fox in the Pope-Hartford was third Kincaid won the event, No. 5, a five-mile race with Dawson in the Marmon second. Three Nationals composed the field in the sixth event, the event in which Oldfield was entered.

Oldfield had an accident on the back stretch while warming up and broke his steering wheel. Aitken won the race.

The National with a 30 second handicap was the first over in the handicap race with the National, piloted by Tousey, second, and the Stoddard-Dayton, by Reed, third. The time was 5:41. In the event for amateurs, there were but two starters, Crebner and Tousey, finishing, first and second. Burman in the Buick won event No. 9 and the Fiat, driven by Bragg, was second.

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