

DRIVES TWO HOURS WITHOUT ONE STOP

Harroun, in Marmon, Wins Race
on Board Track, Going 148
Miles.

OLDFIELD LOSES TO BRAGG

Fails in Match Auto Event for
Two Miles by Narrow
Margin.

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 heat of the Oldfield-Bragg match race, which was put on to replace the Oldfield-De Palma race, declared off on account of the disabled condition of the 190-horse-power Flat racer. The distance was two miles, standing start. Bragg won by a good margin.

Bragg was first away and kept the Flat well toward the center of the track. Oldfield made one effort to get by his opponent, but was unable to do so in the limited space. The time, 1:28.73, was very slow. The second and third heats will be run tomorrow. The second feature was the two-hour free-for-all stock chassis.

Eight Start Race.

This brought out eight starters and at the end of the time four were still on the track. The Marmon, driven by Harroun, won by covering 148 miles. The Flat was second with 140 and the Stoddard-Dayton third with 137.

Harroun did not stop once during the two hours. At the end of the first fifteen

Making Rec



During the recent races at Ascot mechanic, Goetz, in a Marmon,

PREMIER HAS TWO EXPERTS FOR TOUR

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Eight Start Race.

This brought out eight starters and at the end of the time four were still on the track. The Marmon, driven by Harroun, won by covering 138 miles. The Fiat was second with 140 and the Stoddard-Dayton third with 137.

Harroun did not stop once during the two hours. At the end of the first fifteen minutes' running the Marmon was slightly in the lead in the nineteenth mile. Oldfield in a Knox was second and Livingstone in a Stoddard-Dayton was third. Oldfield took the lead in the twenty-first mile, but was forced to stop in the twenty-eighth mile to mend a tire, and the Marmon moved to first place. Thirty minutes of racing found the Marmon still showing the way, with the Stoddard-Dayton second. At the end of the first hour Harroun had covered seventy-four miles. The Fiat, with De Palma up, had stopped in the twenty-fifth mile for tire trouble, but by fast running had moved into second place with seventy miles.

Oldfield went out of the race in the eightieth mile. The Corbin and Dorris had both stopped before this. The hour and a 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 little Marmon ran out of gasoline and lost third place to the Stoddard-Dayton.

Oldfield Beats De Palma.

Oldfield with the Knox defeated De Palma in his Fiat in the ten-mile stock chassis race and Nikrent in a Buick beat Harroun's Marmon in the five miles. Summary:

Five Miles (stock chassis, 801-450 cubic inches displacement)—Buick (Nikrent), won; Marmon (Harroun), second; Marmon (Wade), third; time, 3:52.68.

Ten Miles (stock, 451-600 cubic inches)—Knox (Oldfield), won; Stoddard-Dayton (Livingstone), second; Fiat (De Palma), third; time, 7:20.66.

Match Race (two miles, first heat)—Fiat 90 (Bragg), won; Benz (Oldfield), second; time, 1:28.73.

Two Hours (free for all)—Marmon (Harroun), 138 miles, won; Fiat (De Palma), 140 miles, second; Stoddard-Dayton (Livingstone), 137 miles, third.

TEXAS HITS AT FLY PEST.

Kitchens, Pantries and Dining Rooms Must Be Screened.

SAN ANTONIO, Tex., April 16.—Here-

EXPERTS FOR TOUR

Picks George A. Weidely and Ray McNamara to Pilot Cars in Glidden Event.

REGARDS ROAD TESTS BEST

Company Holds Conquest of Natural Obstructions Better Than Time on Track.

George A. Weidely, vice president and superintendent of the Premier Motor Manufacturing Company, and Ray McNamara of the mechanical department have been chosen by the officials of the Premier company to handle cars No. 1 and 2 in the annual endurance contest of the A. A. A. for the Glidden trophy. The importance of this national event in automobile circles, inasmuch as it is really the classic of its type, has always led the entrants to select the most experienced and expert handlers of cars available, and in this the Premier company has followed out the best accepted lines.

Two cars have been entered, one a six-cylinder machine of sixty horse power, which will bear the No. 1, and the other, a four-cylinder machine of forty horse power, upon whose radiator will be a large No. 2, the identical positions held by Premier cars in the 1908 tour.

The entry of the two Premiers during the Chicago show has started the list for this great annual event, and already a great many other concerns and interests have nominated machines and drivers. From all evidences it is likely that this tour, which enters the great and wealthy Southwest, will be the most important from many standpoints of those for this world-famous trophy.

Never before has this section of the United States been given the consideration of a national run of such widespread importance, and it is expected that the influence of the Glidden tour will do much to further the value of the Southwestern states to the automobile manu-

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