

MILTON WINS UNIONTOWN RACE HONORS

ice, alone; seventh, Denny Hickey and Fred McCarthy, the former being a Connellsville lad and the latter a Pittsburgher.

The official announcer told the crowd that the cars of three entrants had been scratched. They were: P. Wilbur Monahan, pilot of the Johnson special, the property of the speedway president; Ray Howard and Harold Simmons.

Starter Whalen waved the flag and started the speedsters scorching away at 3:15 o'clock to the dot. McCarthy, Joe Boyer and Gaston Chevrolet came in with spark plug trouble before five laps had been covered.

On the fifth lap, Mulford was out in front with Milton and Louis Chevrolet in second and third places, respectively. They were in the same position at the end of the tenth trip around the saucer. Lecocq came in here to change a right front. Dalene had to stop to put on a new right rear.

Mulford, Chevrolet and Milton were whirling around in the order named at the end of the thirtieth lap. Milton cut down the gap by which he was trailing his older competitors in

the thirty-fifth lap. Less than 100 feet separated the trio.

Again and again Milton showed a desire to pass Chevrolet, who was fighting along behind Mulford, but the wily Frenchman blocked all these efforts. Chevrolet passed Mulford and took the lead in the forty-ninth lap.

Milton in the fifty-first trip crowded Chevrolet out of first place and held on until the finish.

Dalene came into the pits in the forty-sixth lap to change right rear. Gaston Chevrolet had to visit his pit in the forty-eighth to change a right front tire. His excited pit crew put on a wrong sized shoe, and he had to make another trip to the track hospital.

The pitman passed the word in the sixtieth lap that Mulford was "showing red" on his right rear tire, meaning that it was showing damage. Mulford did not come in to make the change until the eighty-eighth lap. And then he was out on the track and away without loss of his position of third.

Mulford's tire change resolved the race into a contest between Chevrolet

and Milton, with fate and fortune favoring the latter.

The sage pitmen, diagnosing the racing situation, figured out that it was a case of whose tires, all manufactured by Goodyear, would stand up under the terrific strain. Milton's associates saw that Chevrolet's left rear was in bad shape.

Fetterman and Thompson at the start of the ninety-fifth lap, waved a large blackboard at their star, Milton. On it was a single word: "Go."

Tommy did. He put his foot down hard on the accelerator and threw the throttle of his car open wide. He opened up a wide gap almost immediately between himself and Chevrolet. Next it was noted that the Frenchman was in distress, as during the ninety-eighth lap his torn tire permitted the air to escape. Louie covered the last two laps on a flat rear shoe, projecting from which were strips of rubber that were noisily striking the face of the course.

The speed festival was brought to a patriotic finale when the band played "The Star Spangled Banner."

Race in Detail.

The race in detail follows:

Louis Chevrolet had the pole car at the start. He paced the initial lap before the starter waved the driving kings away. The steel steeds stepped out two abreast, with Tommy Milton, the victor, in the front rank with the Frenchman. The rest of the lineup was as follows:

Second row, Mulford and Boyer; third row, Cliff Durant and Gaston Chevrolet; fourth, Joe Thomas and Louis Lecocq; fifth, Omar Toft and Kurt Kitke; sixth, Wilbur Dalene, who was recently released from the serv-