

July 25, 1918

Chevrolet Wins Derby at Uniontown

Time for 112½ Miles Is 95 m. p. h.—
Toft Is Second and Hearne Third

UNIONTOWN, Pa., July 18.—The policy of Louis Chevrolet never to accept defeat until the checkered flag has been dropped before another driver, coupled with spectacular driving against handicaps, won for him the 112½-mile Independence Derby on the Uniontown speedway here this afternoon. Twice he was forced to the rear when tire changes cut in his time, but each time he forged ahead and had a clear lap ahead of the field in anticipation of more misfortune when he took the last lap, pounding home a full minute ahead of Omar Toft, who came in for second money. Eddie Hearne, Ralph Mulford and Tommy Milton finished in the order named and Barney Oldfield was given sixth position, being checkered off in his ninety-sixth lap when he was driving a solo around the wooden saucer. Chevrolet's time was 1:11:22.45, at an average of 95 m.p.h.

Hearne Loses Second

Second money was snatched from Eddie Hearne's grasp in his last lap when his Dusenbergs kicked off a shoe beside the grandstand negotiating some maneuvers which had all the earmarks of a bad spill. So well did the Chicago driver have his steed in hand that he dropped into the pits without an accident, although a collision with Omar Toft, who was riding Eddie hard for second place, narrowly was averted. A quick tire change was effected in the pits and Hearne completed the last lap for an easy third place.

In the seventy-sixth lap of a race which had been heartbreaking for Chevrolet's followers, the Frenchman lost his jinx and had everything his own way, easily holding the lead for the remainder of the grind. He led the field at the start, but lost a lap and a half in the twenty-sixth round when a front tire dropped. He re-entered the race at the bottom of the ladder but rapidly forged ahead and was setting the pace in the sixty-eighth when misfortune again overtook him. For three laps he held the course with a front tire in shreds, but finally was forced to capitulate to the pits and again take a tail end position.

Twelve thousand persons witnessed the afternoon's racing program under excellent weather conditions.

Hearne, Oldfield and George Gardner provided the afternoon's thrills. In the tenth lap Barney's dismantled Golden submarine lost a tire while he was hovering near the rim of the saucer on one of the curves. The machine shot for the lower rim, but Barney remained its master and limped into the pits on the succeeding lap. On the preliminary lap for the main event George Gardner's Hudson became bunched with the machines driven by Fred McCarthy and DeLloyd Thompson. All three cars bumped together but Gardner, to avoid a bad spill, sent his machine through the lower guard rail, effectively putting him out of the running when it overturned. McCarthy's O. & B. special also was scratched.

Arthur Duray made his bow before the local speed fans but through no fault of his own was unable to make a good showing. Entered in a match race with Oldfield, the new driver was forced to retire in the third lap with a broken magneto. The machine was adjusted temporarily by Louis Chevrolet between races but did not figure as a contender, numerous stops being made at the pits for adjustments. Duray definitely retired in the sixty-fourth lap.

Pitmen had an unusually lively day, the races throughout being marked by the number of stops, blown tires being responsible for all but a few of the halts. Eddie Hearne had driven a non-stop race until the last lap, but he then joined forces with the equally unfortunate drivers in hauling into the pits.

Breaks of the racing game were against the five-lap speed dashes and only in the Hearne-Mulford race was a real contest developed, the former crossing the tape a few feet ahead of Mulford, the distance representing ¼ sec. The Peerless special driven by I. P. Fetterman backfired and was greatly damaged in the resultant blaze as it was drawn up to the scratch for the Australian pursuit race. Denny Hickey annexed that contest, in which Omar Toft and Milt McBride also participated. Louis Chevrolet had no difficulty in besting Tommy Milton in a five-lap dash.

Uniontown Results

INDEPENDENCE AUTO DERBY (In Order of Finish)

(100 Laps—112½ miles)

Driver	Car	Time
L. Chevrolet	Frontenac	1:11:22.45
Omar Toft	Miller Special	1:12:37.78
Eddie Hearne	Dusenbergs	1:13:08.67
Ralph Mulford	Frontenac	1:15:16.37
Tommy Milton	Dusenbergs	1:19:16.66
Barney Oldfield	Submarine	

INTERNATIONAL MATCH RACE (5 Laps—5½ Miles)

Barney Oldfield	Submarine	3:20
Arthur Duray	Frontenac

CHEVROLET-MILTON RACE (5 Laps—5½ Miles)

Louis Chevrolet	Frontenac	3:17.6
Tommy Milton	Dusenbergs

MULFORD-HEARNE RACE (5 Laps—5½ Miles)

Eddie Hearne	Dusenbergs	3:35.56
Ralph Mulford	Frontenac	3:35.76

AUSTRALIAN PURSUIT RACE (16 Laps—18 Miles)

Denny Hickey	Hudson Special	17:16
Omar Toft	Miller Special
Milt McBride	Comet Special	..