

September 5, 1918

Mulford Wins at Uniontown Labor Day

Takes 100-Lap Event Before a Crowd of 20,000—Chevrolet Finishes Second

Car and Driver—	TIME	M.P.H.
Ralph Mulford, Frontenac.	1:10:11.17	96.17
Louis Chevrolet, Frontenac.	1:12:10.42	93.52
Omar Toft, Miller.....	1:12:11.62	93.49
Arthur Duray, Frontenac.	1:15:45.57	89.09
I. P. Fetterman, Peerless.	1:16:58.13	87.69
Tommy Milton, Deussenberg.	1:18:21.72	86.13

UNIONTOWN, Pa., Sept. 2—Ralph Mulford, driving his Frontenac through to a non-stop race, won the main event of 100 laps at the Uniontown speedway this afternoon. Mulford made the grind in 1:10:11.17, at an average of 96.17 m.p.h. He is the winner of two of Uniontown's three races on the 1918 program, having also taken the May 16 Liberty sweepstakes. Twenty thousand persons with 3500 cars were at the Labor Day races.

Chevrolet Breaks Rule

Violation of the rule relating to passing other cars, with its resultant call from Referee Frank H. Rosboro, took from Louis Chevrolet his chances for first money. Chevrolet was driving to regain a half lap lost in making a tire change and dodged below the cars driven by Omar Toft and Denny Hickey. He got through the field and had edged up to Ralph Mulford, then leading, when he got the white flag. For two laps he kept up the terrific pace despite the signal but was driven in by a blown tire and took his panning from the referee while the pitmen were changing wheels. Two laps were lost in that operation. He took down second money, edging Toft out of that position in the ninetieth lap. Arthur Duray finished fourth, I. P. Fetterman fifth and Tommy Milton sixth.

Three turns around the course was the day's performance of Dario Resta on his first appearance in Uniontown. Resta had a spectacular spill on the third lap of the match race, in which Chevrolet and Mulford also were entered. Head driving when his car blew a tire in death curve prevented casualties, although Resta snapped the steering rod in swinging the machine around. In the ninetieth lap of the main event, Denny Hickey driving a Hudson repeated Resta's spill but was also fortunate in keeping the machine under control.

Twelve Cars Entered

Twelve cars were in the main event, but only six finished. The Duesenberg trio, represented by Eddie Hearne, W. Muller and Tommy Milton, played in hard luck from the start. Hearne encountered engine trouble early in the contest and went out before the race was half over. Muller had the same experience. Delloyd Thompson in a Duesenberg and Fred McCarthy in an O. & B. special started.

Speedy racing was seen in the match race, which dwindled down to a Chevrolet-Mulford affair for two heats of five laps each when Resta went out with the spill. Chevrolet took the first heat by default. Mulford got the second and Chevrolet came home with the third.

Motorcycles swarmed the course like bees in four events, but only Irving Janke of Milwaukee and Edward Carroll, Springfield, Mass., developed any speed. Janke took three of the contests, Carroll annexing the opener.