

Santa Rosa Man First in Sensational Auto Road Race

NOONAN WINS IN STODDARD-DAYTON

Forty-nine Mile Contest Is Marked by Thrilling Incidents

Sheets Displays Great Nerve in Going Last Third With Tire Missing

[Special Dispatch to The Call]

SANTA ROSA, May 9.—With 12 speedy stock chassis struggling for supremacy in the 49 mile road race over the Santa Rosa, Healdsburg, Geyserville and Dry Creek course, Ben Noonan of Santa Rosa, in his Stoddard-Dayton, carried off the honors this morning. C. Ontank, in a Stevens-Duryea, finished second, Fred J. Wiseman in a Stoddard-Dayton third, Fay Sheets in an Acme fourth, Frank Murray in a Buick fifth, and E. B. Ely sixth.

Although some of the best drivers on the coast were competing in the race two Santa Rosa men succeeded in finishing first and third. The race was essentially a triumph for Rose City drivers. Noonan, the victor in the nerve racking race, had never before participated in a race, but he, like Wiseman, had the advantage of knowing the course almost perfectly. He aptly remarked after the race that he could have taken a sandwich on any of the difficult turns.

Noonan made the course in 1:05:18, which is considered exceptionally fast time in view of the condition of the roads. With the cars started a minute apart Noonan fought his way from tenth position at the start to third at the finish. His elapsed time was less than that of Wiseman and Sheets, who preceded him, however, and so to him was awarded the \$500 trophy. Ontank, by taking second place, won the Moore motor supply company's \$150 silver cup. Skill and daring marked the driving of all the racers. The course, which is extremely hazardous in places, was negotiated by the men without a single person being injured. The cars themselves, however, were not so fortunate, only 2 of the 12 being able to complete the race. Noonan's was the only car to cover the course without a mishap, all the others having tire or mechanical trouble as a result of the trying roads. Tire trouble eliminated the Thomas Forty, the Speedwell, the Comet, the Stearns driven by D. A. Bonney and the Packard. The Stearns driven by Charles Soules had to quit 21 miles from the finish as the result of a break in a patched frame.

Sheets displayed wonderful nerve by going the last third of the distance without the front left tire. He pluckily kept up his speed, despite the fact that he was running on the rim, and finished with a great burst of speed. When he brought his car to a stop it was discovered that the rim was badly shattered and the wheel on the verge of collapsing. This game driver finished in fourth position, but he took the life of himself and mechanic in his hands by going so far on a rim. Ontank also did nifty work on the course. He came near meeting with disaster on the loop when he ripped two posts out of a small bridge. He succeeded in getting his car back into the road, however, and completed the course in second position.

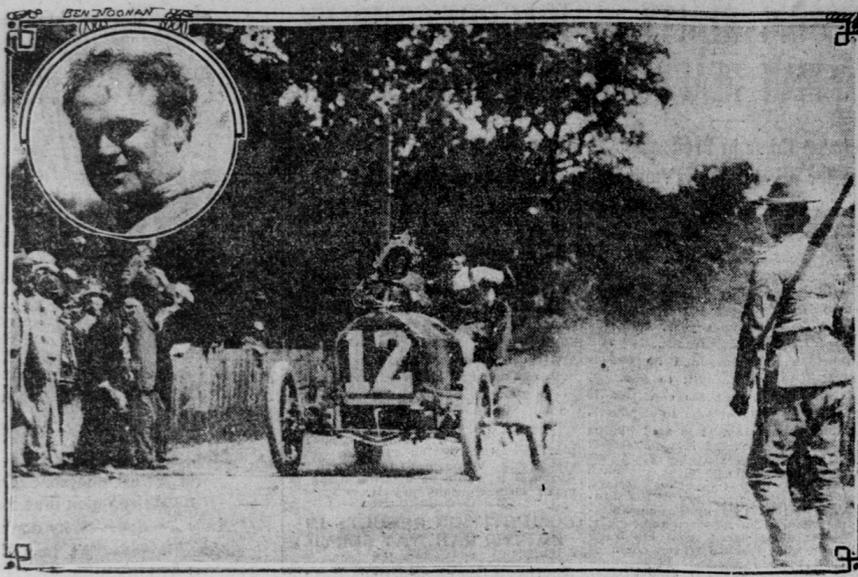
Large crowds were gathered at the starting and finishing line at the edge of the city at the dangerous turns where there were the most likelihood of a spill, and on the streets of the towns through which the course lay. On several of the turns such like the one at Mark West school the machines did sensational skidding, sending clouds of dust into the sky, but the drivers skillfully avoided losing control. The great test of ability was on the loop, where the roads were narrow and the turns treacherous. In several instances the cars jumped from the road to the grass, or grazed the inner embankments.

ODD NESTING PLACES SELECTED BY ROBINS

Axle of Wagon in Daily Use Is Chosen by Feathered Pair

The two robins which have built their nest in the cover of a meter at the Market Drayton electric light works have many precedents in the choice of unconventional nesting places. A year or two ago a robin's nest was built on a bookshelf in a night nursery at Chislerhurst which was occupied without interruption by a nurse and child. Four eggs were laid, and two young birds were hatched. Two other robins built their nest on the axle of a colliery wagon in daily use at Seghill in Northumberland. Among other curious recent nesting places have been the breast pocket of a scarecrow at Ashbourne, a nail box in a village forge, the skeleton of a crow and the rick of a bridge at Ticehurst, Sussex.—London Globe.

If Yellowstone park be left out of consideration, California is first in the number and variety of its springs.



Ben Noonan and His Stoddard-Dayton Motor Car Crossing the Finishing Line in the Road Race at Santa Rosa Yesterday

ROAD CONTEST IS WELL CONDUCTED

Officials Show That They Can Successfully Handle Auto Events

The handling of the immense crowd that witnessed the road race at Santa Rosa yesterday did credit to the supervisors, police force, militia and the sheriff's force of Jack Smith. There was some crowding at times, but taken as a whole it was surprising how well the spectators behaved, especially when it was considered that it was the first event of its kind that these men have handled. The fact that over a 49 mile course no one was struck by the swift moving automobiles speaks well for all concerned.

In only two cases at the start and finishing line was it necessary to use force, and then those who had decided to do as they liked received the condemnation of their fellow citizens, which made them seek a distance where they could not hear the unfavorable remarks.

Credit must also be given to the officers of the Sonoma county automobile association, and the officials of the San Francisco motor club, who handled the contest. There was not a hitch from start to finish. Starter William R. Johnson had the competing cars up to the line on time, and the first car left the line promptly at 9 a. m., the advertised time for starting the contest.

The officials were: Starter, William R. Johnson; assistant starters, Captain Fred A. Marriot Jr., W. B. Morrell; clerk of course, A. D. Plughoff; chief timer, P. F. Gillette; timers, W. B. Lloyd, W. W. Peterson, William Pedlar, William Hinklestein; judges, Fernando Nelson, William M. Kilger, J. H. Gray, R. R. 'Hommedieu, J. W. Griffith; referee, C. C. Donovan; contest committee, Don C. Prentis, chairman, J. R. Leppo.

LABORER'S ARM BROKEN—Charles Dading, a laborer living at 2614 Twenty-first street, fell from a car at Kearny and Washington streets last night and sustained a fracture of his right arm. He was taken to the Mission emergency hospital.

DIAMOND TIRE MEN CELEBRATE

A. E. Hunter Lends Valuable Assistance When Contest Is Over

The popular members of the Diamond rubber company had a great jollification on automobile row last night when the racing cars returned to the city. The fact that Diamond tires were on the cars that won the first and second prizes in the road race was the occasion of their joy. The fact that these cars brought home their tires was the excuse for their celebration.

Another incident of the big contest was the quiet piece of work on the part of A. E. Hunter, the local agent of the Mitchell cars and vice president of the Automobile Dealers' association of California. There was exceedingly good work by those in charge of the telephones along the course, but when so many cars went out of commission there were some whose absence was not accounted for.

After the last car went by Hunter jumped into his auto and went over the course to see if any assistance was needed.

STORES ROBBED IN MISSION—Several thefts which have taken place in the Mission within a day or two bear the earmarks of having been accomplished by a gang of boys. Friday night the stationery store of Otto Thunzel at 1831 Valencia street was entered and a quantity of dime novels of the lurid type were taken. Saturday night James H. Trevelthick's store next door was visited and a small quantity of marbles, lead pencils, rubber balls and soap disappeared.

On January 1, 1908, the Metropolitan museum, New York, contained 5,686 objects of art.

INDIANS VIEW SPEEDING AUTOS

Large Gathering Is Seen Along the Course at Santa Rosa

There were amusing scenes along the course of the road race yesterday. Indians with their families watched the contest. Men who have lived for years in Santa Rosa say they never saw so many Indians come together before.

The fact that the motor cars, the flying devils of the white man, were going to speed along the road must have been sent over the wireless of the red men in the mystical way that has been recorded in the early history of the west. They have seen an automobile race, but it is a question if they will go to see another.

When one old warrior was asked what he thought of it he did not at first understand what the question was, but when it was made that his opinion was asked about the cars which were speeding at a mile a minute or better he pointed up the road and down the road and merely grunted.

STATE BOARD OF TRADE MEETING—The regular monthly meeting of the California state board of trade will be held tomorrow afternoon at 1:30 o'clock in the ferry building. The meeting tomorrow is a change from the old schedule, former meetings having been held Wednesdays. Several important matters are scheduled for discussion.

BURGLAR STEALS JEWELRY—Herman Sumner, of 223 First street reported to the police that his premises had been entered and about \$300 worth of fine jewelry stolen from his apartments in his absence.

Philadelphia has 1,800 miles of paved and graded streets.

DISPUTE ARISES OVER LIVINGSTONE'S BIRTHPLACE

House at Blantyre Has Tablet That May Settle Question

It will surprise most persons to learn that there should be any doubt on the subject of Dr. David Livingstone's birthplace. Authorities differ; some say he was born near Glasgow, others say East Kilbride, Lanarkshire, and possibly the majority gave Blantyre the honor.

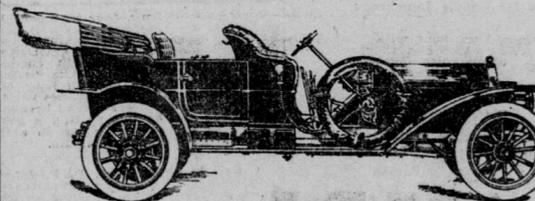
At one of the houses adjoining the ruins of Blantyre Mills, (where Livingstone admittedly worked) a tablet, which is far from legible, bearing an inscription describing it as being the house where Livingstone was born.—London Globe.

STEVENS-DURYEA WINS

Moore's Motor Supply Co.'s handsome cup for second place, on account of meeting with an accident 16 miles from finish, thereby losing first place.

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Forty h. p. Rubenber 4 1/2 x 5 motor, four individual cylinders, offset from crankshaft, large valves, operated by a single cam shaft, white bronze bearings, self-contained oiling system. A motor simple, silent and reliable, developed to its present perfection by years of experience. Cooling by gear pump and honeycomb radiator of ample proportions. A double system of ignition included in the regular price; a four unit coil with batteries, and an imported Bosch high tension magneto. The two systems are independent.

Three speeds forward and reverse are provided by a selective type transmission of the most perfect design. Timken roller bearings used throughout; integral splined shafts of nickel steel, gears of special vanadium alloy steel, stuffing boxes to prevent any escape of grease. The power is transmitted to the wheels through chrome nickel steel shafts and universal joints of the simplest and most reliable design. Lubrication is thoroughly provided for, and the attention of the driver to this detail is reduced to a minimum.

The front axle is a one piece drop forging of heat treated alloy steel. The tie rod and steering arm are behind the axle and protected. The knuckles are swung on Timken roller bearings, reducing friction in the steering mechanism.

The rear axle has no rivets, no brazing or castings are used. The one piece principle is obtained by using a drawn steel housing which carries the weight of the car. The driving shafts are of the floating type, and the entire mechanism may be withdrawn by removing a few nuts.

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