

Ten Miles Under Ten Minutes on a Mile Dirt Track.

Marvelous Driving by Barney Oldfield at the Columbus Races
—He Goes One Mile in 56 2-5 Seconds and Ten Miles in 9:54 4-5, Breaking All Records.

Special Correspondence.

COLUMBUS, O., July 4.—Nearly 10,000 people gathered to-day to see the first annual race meet held by the Columbus Automobile Club at the Driving Park. On the fastest driving course in the world Barney Oldfield, the fastest automobile driver in America, beat all track records with his Ford-Cooper machine. He not only broke his own world's records for one and five miles, but also Alexander Winton's world's record for ten miles. The former records held by him were 59 3-5 seconds for a mile, and 5:04 2-5 seconds for 5 miles, made at Indianapolis on June 20. To-day he made the five miles in 5:01, and ten miles in 9:54 4-5, breaking the ten-mile record made by Alexander Winton.

Oldfield appeared in but two events—a five-mile and a ten-mile exhibition. He was scheduled to give a one-mile exhibition but omitted it to save his machine. And it was fortunate that he did so as one of his tires was just ready to burst at the end of the ten-mile event, and going at the speed he did, would in all probability have resulted in a serious accident.

TWO RECORDS IN FIRST TRIAL.

Two events had been pulled off when Barney, in a flaming red coat and bare-headed, swung onto the track at the north gate in his "Red Devil," rounded the turn, and tore diagonally up the home stretch toward the outside fence, with a rush like a giant skyrocket. A mighty cheer arose from the crowd as he dashed by, just grazing the fence and rounded the first turn, throwing a cloud of dust to the outside of the course and into the faces of the spectators leaning over the fence. He flew down the back stretch at an appalling pace. Soon his machine was seen to slacken its pace, but he came on and passed the stand again and again. But he was going slower and slower, and it was evident something was wrong. He stopped at the north gate, where the trouble was righted quickly and again he came down the home stretch, this time to break a world's record.

The crowd watched in breathless wonder, expecting to see him dashed to death. He gave the signal, and shot by, raising a long wave of dust. He swung around the south turn, shot down the back stretch and fairly tore up the track on the north turn. There was a sudden but smooth drop into the home stretch, and this marvelous driver passed under the wire in 59 1-5 seconds, breaking world's record by two-fifths of a second.

The judges and timers were wildly

enthusiastic, for the world's record for five miles had been lowered 3 4-5 seconds. The time was 5:00 3-5.

TEN MILES UNDER TEN MINUTES.

But this was not all. After these successes Oldfield was all the more ambitious to break the ten-mile record. Four other events were next pulled off, and once again the crowd grew expectant as "Barney" left the north gate, and flew down the homestretch. This time there was no slowing down. The machine was going at its best speed when it passed under the wire. Plainly Oldfield was out for time. He came around the north turn, close to the fence, having circled the course in 56 3-5 seconds, 3 1-5 seconds better than his world's record made at Indianapolis, and 2 3-5 seconds better than the record he had made an hour before. He did the second mile in :59 flat, again beating the Indianapolis record. He equalled the records for three, five, six and nine miles, and went the fourth and eighth miles in one minute flat, and the seventh mile in 1:01. The ten miles were done in 9:54 4-5. Winton's last plume had been snatched from his cap. He had been bettered by 55 1-5 seconds.

RECEIVES OVATION MODESTLY.

A great ring of dust slowly drifted up from the track as Oldfield made another complete circuit in order to slow down and come to a stop. Cheer upon cheer greeted him as he drew up in front of the grand stand and hundreds of spectators left their seats and rushed to the track to get a look at "Barney," the intrepid. Calls for "Barney," and "Lift him on your shoulders, boys," were heard on every side. But one of the judges, John Y. Bassell, led him into the judges' stand, and introduced him to the people as the world's record holder for one, five, and ten miles. Again the crowd cheered for Oldfield, who was as cool, apparently, and smiling as before the start of the great ride.

The track was in good condition, though somewhat dry and dusty, which caused a great deal of loss by slipping on the turns. The weather was perfect. The trials were made under the rules of the American Automobile Association, and the records are official.

THE MINOR EVENTS.

Interest in the seven other events was about evenly divided. As the winner of each drew up in front of the judges' stand and received the beautiful first prize trophy cup, he was loudly applauded.

The favorite, if there was any, was William Moneyppenny, Jr., who won two five-mile events with his "Blue Devil" Stearns. But the feature of the afternoon in the minor events was the work done by D. M. Huss, driving an Olds machine owned by Frank E. Avery. He carried off three first prizes, winning two three-mile events and the ten-mile handicap. In the handicap race, Moneyppenny, who finished second, started from scratch.

Dr. C. M. Taylor, president of the club, carried off the honors in the five-mile race for steamers with his White in 8:28.

The five-mile handicap motor-cycle race was won by E. Wollenweber in 8:35. It was both interesting and amusing. Three machines entered. The winner, who rode a three-horse power machine, was given a handicap of an eighth of a mile. E. C. Beyer, on a Mitchell, was on scratch, while R. P. Hixon was given a quarter of a mile handicap. Hixon dropped out on account of an accident. Beyer, who was three-quarters of a mile in the lead at the end of the third round, and whose number was thirteen, broke his driving belt on the homestretch and peddled to the judges' stand, winning the fourth lap. Wollenweber, the limit man, then passed him and won the race.

J. F. Dixon, driving a General car, pulled out of the ten-mile handicap at the end of the fifth mile, thinking the race was only a five-mile event.

SUMMARY OF THE DAY'S RACES.

The summary is as follows:

Five mile exhibition by Barney Oldfield—Time, 5:00 3-5. Times by miles: One mile, :59 1-5; two miles, (:59 4-5) 1:50; three miles, (1:00 4-5) 2:50 4-5; four miles, (1:00) 3:59 4-5; five miles, (1:00 4-5) 5:00 3-5.

Ten-mile exhibition by Barney Oldfield—Time, 9:54 4-5. Times by miles: One mile, :56 2-5; two miles, (:59) 1:55 2-5; three miles, (:59 3-5) 2:55; four miles, (1:00) 3:55; five miles, (:59 3-5) 4:54 3-5; six miles, (:59 3-5) 5:54 1-5; seven miles, (1:01) 6:55 1-5; eight miles (1:0) 7:55 1-5; nine miles, (:59 3-5) 8:54 4-5; ten miles, (1:00) 9:54 4-5.

Three-mile race for gasoline machines under 1,800 pounds—D. M. Huss, (Olds) first; J. F. Dixon, (General) second; J. O. McDonald, (Cadillac) third; Harry Mason, (Olds) fourth; H. A. Avery, (Olds) fifth; Joe Montoney, (Rambler) sixth. Time, 4:55 4-5.

Five-mile race for steam cars under 1,800 pounds—Dr. C. M. Taylor, (White) first; E. M. Lied, (White) second. Time, 8:28.

Five-mile open, for machines of all weights and powers—William Moneyppenny, Jr., (Stearns, gasoline) first; J. F. Dixon, (General, gasoline) second; Dr. C. M. Taylor, (White, steam) third. Time, 7:37.

Five-mile race for gasoline cars over 1,800 pounds—William Moneyppenny, Jr., (Stearns) first; William Neil (Winton) second. Time, 7:45.

Five-mile motor cycle handicap—E. Wollenweber, (Marsh) 1-8-mile handicap, first. Time, 8:35.

Three-mile race for gasoline cars under 1,800 pounds—D. M. Huss, (Olds) first; J. F. Dixon, (General) second. Time, 5:10.

Ten-mile handicap, open to all machines—D. M. Huss (Olds) first; William Moneyppenny, Jr., (Stearns) second. Time, 15:28.

It has been proposed to provide the police and fire departments of St. Louis with automobiles to be used during the World's Fair. No united action has been taken, but considerable interest is manifest.

Record Driving By Oldfield at Jackson.

Special Correspondence.

JACKSON, Mich., July 18.—Barney Oldfield, on a half-mile dirt track, drove a mile last Thursday in 1:16 flat, thus breaking his own record of 1:16 2-5 for a half-mile track made at Marion, Ind.

The occasion was the annual field day observed by the Elks, which this year took the form of automobile races. The weather was perfect, and about 2,000 people gathered at the fair grounds to see them. All were excited and many were alarmed at the terrific pace attained by the two Ford-Cooper racing machines, one driven by Barney Oldfield, and the other, Tom Cooper's, driven by Harley Cunningham, Mr. Cooper being dangerously ill in a Detroit hospital.

After the record-breaking event, a match race was run between the two flyers, in five-mile heats, the first being

ised to be interesting. Mr. Thompson won the first heat, but his machine refused to work during the next and the race was abandoned.

The three-mile handicap was entered by L. A. Harraden, Dan Burgess, and A. L. Lockwood. The race was won by Burgess in 5:13 1-4, with Lockwood a close second.

JURY TRIAL HELD NOT OBLIGATORY IN WASHINGTON.

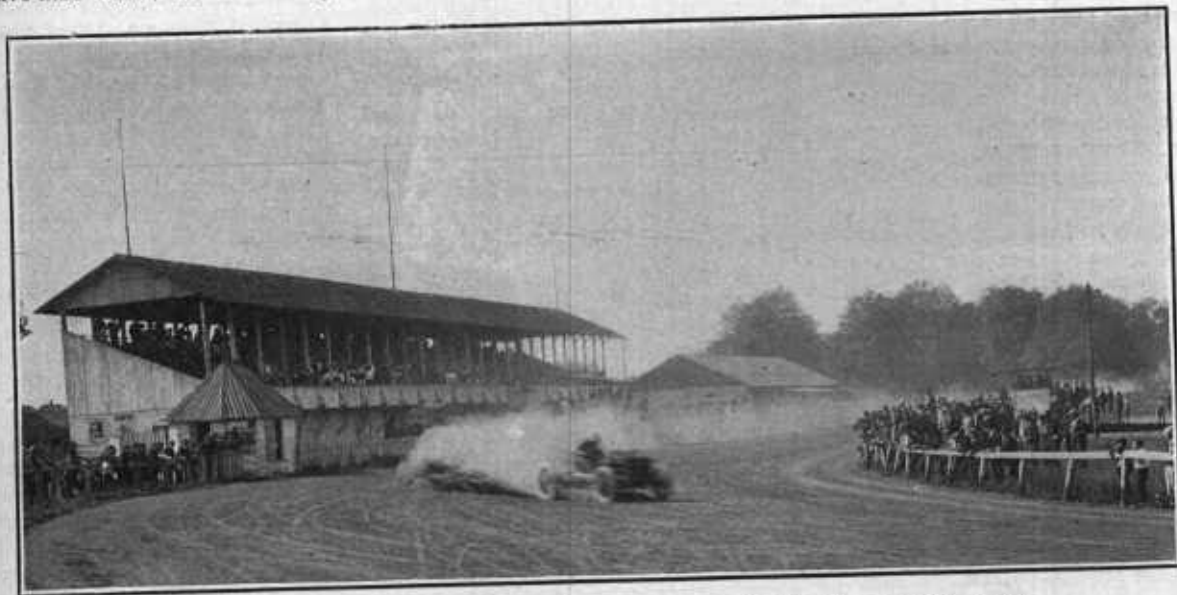
Special Correspondence.

WASHINGTON, D. C., July 18.—The District of Columbia is made defendant in a suit just brought by Alice Riggs to recover damages in the sum of \$1,122 for the revocation of a permit for the erection of an automobile station in the residential district of the city. It appears that on

fense of fast riding was not made such at common law, but is only made such by municipal ordinance in this and other cases, we do not find that the Constitution of the United States has anything to do with the method of its punishment."

With reference to the argument of Mr. Bowles that the new code provides for an alternative punishment in this case by imprisonment for more than thirty days, and therefore, entitles the party to a trial by jury, the court said: "The vice of this argument is so patent that it requires no great amount of consideration. If it were well founded every violation of the municipal ordinance would have to be tried by jury."

Several other cases along this line, particularly that of E. M. Sunderland, secretary of the National Capital Automobile Club, are pending before the Court of Appeals, and it may be that one of them will be carried to the Supreme Court of the United States in order to settle this ques-



OLDFIELD GOING A MILE IN 1:16 ON HALF-MILE TRACK AT JACKSON, MICH.

made in 7 minutes flat and the second in 6:59 1-2. Oldfield winning easily both times. Cunningham's performance, however, was very creditable, he having never before handled a big machine in a race.

Several local events were scheduled but proved rather disappointing owing to the absence of several owners who had entered their machines. The first race was between steam cars. There were four starters: Charles Lewis, Carl Eberle, Floyd Mitchell, and L. A. Harraden. Mr. Mitchell won the first heat, but his machine broke down, and Mr. Lewis won the race. The best half-mile was made in 1:06 1-2, by a Jackson-made machine.

The three-mile race for 1,200 or less gasoline machines was entered by but three contestants, all in Oldsmobiles, and won in 3:47 by Dan Burgess of Lansing.

W. M. Thompson, in a Winton touring car, and L. A. Harraden, in a Winton semi-racer, started in a race which prom-

March 24 last, the District Commissioners granted Miss Riggs a permit to erect a one-story brick building for the storage of automobiles but that the work of construction was stopped on March 30, when the contractor was arrested and forced to desist from further work. The permit was then revoked, and now the plaintiff seeks to recover special damages sustained by the purchase of material and partial construction of the building.

Some time ago John Bowles was prosecuted in the Police Court on the charge of violating a police regulation limiting the speed of automobiles on the city streets to twelve miles an hour. He demanded a jury trial, but was refused and fined \$25 or sixty days in the workhouse. Mr. Bowles thereupon noted an appeal to the Court of Appeals and the latter court has recently handed down an opinion affirming the judgment of the Police Court. The Court of Appeals held that "as the of-

tion, which is of such interest to local automobilists.

Manager Fred Weston, of the Automobile Storage & Repair Co., has been convicted in the Police Court on a charge of violating a clause in the police regulations, and was fined \$10. The information against him, issued on complaint of the fire marshal, set forth that Mr. Weston stored and kept for sale gasoline in his establishment without first having secured a permit to do so. The case has been appealed and its final outcome will be awaited with interest by the local trade.

Just Their Luck.

Full many a devil cart is made to run
Against some hard, unyielding wall ker-
chuck!
And smash and hardly cripple any one—
Some eager chauffeurs have such beastly
luck!
S. E. KISER in *New York Telegram*.

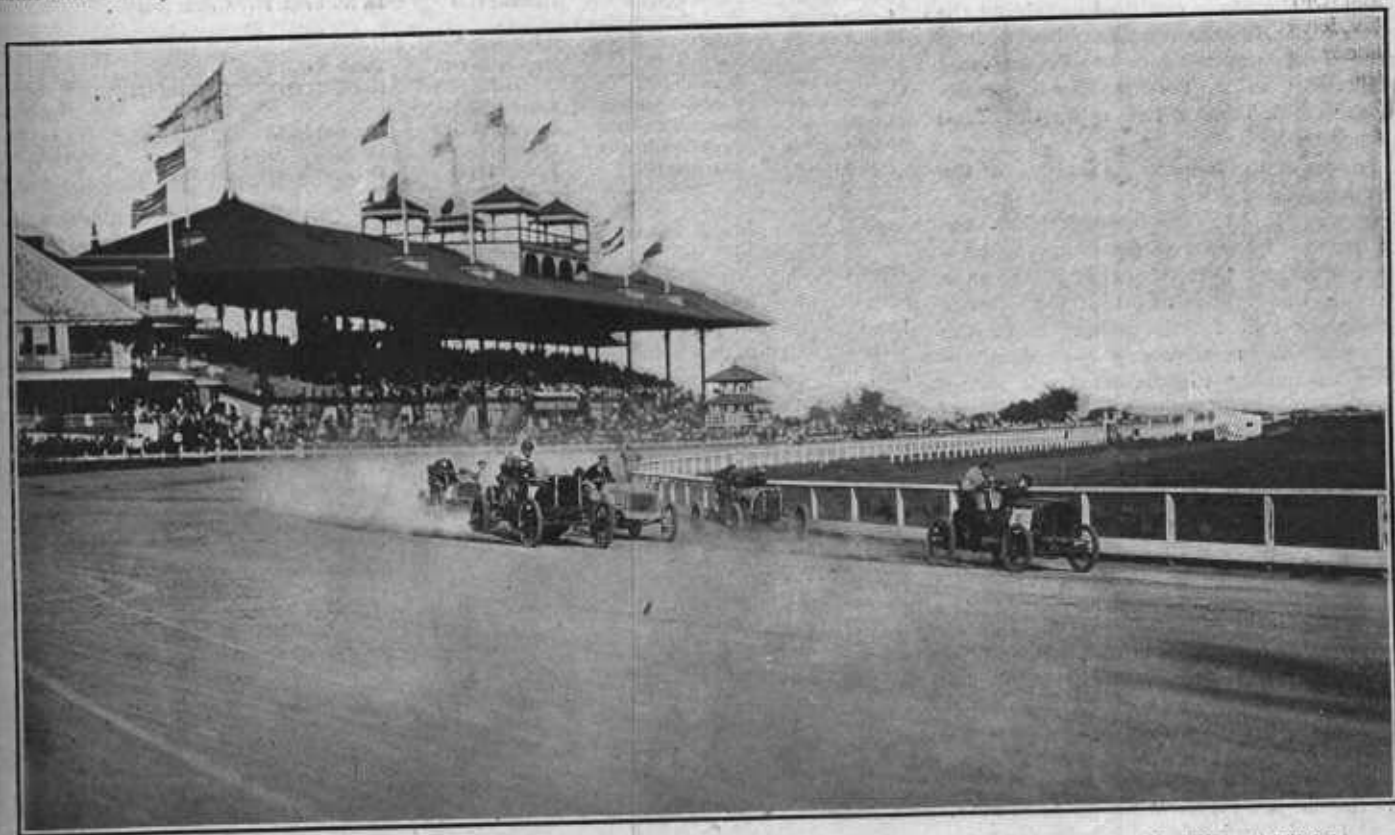
A Carnival of Sport at Yonkers' Track.

Barney Oldfield in his "999" and the Franklin Air-cooled Racer Splendidly Uphold the American Car — Remarkable Running of the Decauville, Darracq and Mercedes Machines.

FAST and furious sport was enjoyed by several thousand spectators who journeyed from New York City to the Empire City race track at Yonkers last Saturday. The meet, promoted somewhat hastily in some of its features

has ever been run on American soil. Features that contributed to this end were the breaking of his own world's record of 56 2-5 seconds made at Columbus, O., on July 4, by Barney Oldfield, who, on Saturday, with the most nerve-tingling

open race for machines weighing less than 1,200 pounds, and the ten-mile match race against a 10-horsepower Renault in record-breaking time by John Wilkinson on a 10-horsepower air-cooled Franklins the consistent fast running of the 40-



ROUNDING THE FIRST TURN IN THE 15-MILE EVENT—DARRACQ LEADING, 70 H. P. PANHARD ON THE OUTSIDE.

to make up for the loss of the Winton-Fournier match which had been arranged as the leading feature, proved the most remarkable as well as the most successful, from the racing standpoint at least, that

recklessness, placed the figures at :55 4-5; Oldfield's astonishingly fast driving in the second heat of his five-mile match race with F. A. LaRoche in a 35-horsepower Darracq; the winning of the five-mile

horsepower Decauville that had competed in the Paris-Madrid race; the smooth and fast work of the 40-horsepower Darracq driven by Louis Sincholle; the runaway of O. W. Bright's 60-horsepower Mercedes



THE DECAUVILLE 40-H. P. WINNER 15-MILE FREE-FOR-ALL.

in the fifteen-mile match race against the 40-horsepower Decauville and the Gordon Bennett 80-horsepower Peerless racer.

Several surprises developed during the four hours of racing, which began at 2.15 P. M. Chief of these was the wonderful and uniform speed shown by John Wilkinson's little Franklin—an American light car of daringly original design weighing but 900 pounds, and driven by a four-cylinder, air-cooled motor. Between it and Oldfield's Ford-Cooper machine was divided the whole credit of upholding the honor of American automobiles against the best productions of France and Germany, and to the Franklin is due the more credit because it is a practical road machine.

Some of the remarkable features of the race meet are clearly shown in the accompanying tables, which show that the average horsepower of the fourteen different machines that competed in the nine events was 35 1-2, and that the average time per mile for the winner in all the events was 1 minute 8 3-5 seconds— unquestionably the fastest track racing for a whole meet that has ever been done on a mile dirt track anywhere in the world. Of the fourteen competing cars six were American and eight foreign. There were thirty starters in the nine events. The total distance covered in the races by the leaders was sixty-seven miles.

All world's track records for one mile were broken by Oldfield; all world's track records from one to ten miles for gasoline machines weighing less than 1,200 pounds were broken by the Franklin, while Laurent Grosso, in Bright's 60-horsepower Mercedes broke A. C. Bostwick's records for eleven, twelve and thirteen miles made at the Empire City track October 8, 1901, and Henri Fournier's records for fourteen and fifteen miles made at Fort Erie, Can. on September 26, 1901, for cars weighing more than 2,000 pounds.

FIRST BLOOD FOR THE FRANKLIN.

The first event called was the five-mile race, open to machines of any motive

power weighing less than 1,200 pounds for a first prize silver trophy valued at \$100 and a \$50 second prize trophy. Five starters lined up at the seven-eighths mile pole for a flying start. These were L. O. Gitchell in Col. W. P. Marlow's 16-horsepower Darracq; J. C. Robbins in the Waltham Mfg. Co.'s 4-horsepower Orient; F. A. La Roche in the F. A. La Roche Co.'s

wire and the race was started over. The second start was a good one. The Franklin promptly moved up into the lead and gained steadily on all the other competitors to the end, winning in 6:54 2-5. The contestants strung out on the backstretch in the first mile and coming into the home stretch the Franklin made a burst of speed

Competing Machines and Drivers.

MACHINE.	H. P.	OWNER.	DRIVER.
Renault	10	J. Insley Blair	Joseph Tracy
Franklin	10	Franklin Mfg. Co.	John Wilkinson
Darracq	16	Col. W. P. Harlow	L. O. Gitchell
Orient	4	Waltham Mfg. Co.	J. C. Robbins
La Roche	12	F. A. LaRoche Co.	P. A. LaRoche
Northern	6	Homan & Schulz	F. F. Goodman
Panhard	35	J. Insley Blair	Joseph Tracy
Darracq	40	Jules Sincholle
Darracq	35	Am. Darracq Auto. Co.	George Papillon
Decauville	40	Societe Decauville	Henri Page
Ford-Cooper	80	Barney Oldfield
Peerless	80	Peerless Motor Car Co.	C. G. Wridgway
Mercedes	60	O. W. Bright	Laurent Grosso
Panhard	70	M. C. Herman	F. Froger

498 Total horsepower.
35½ average horsepower.

and ran away, with Gitchell second over the wire, LaRoche third, Robbins fourth and the Northern a bad fifth. At the end of the second mile the Franklin had increased its lead to nearly half a mile. On

Table of Winners and Times.

RACE.	FIRST.	SECOND.	THIRD.	FOURTH.	TIMES.
5-mile open	Franklin (10)	Darracq (16)	La Roche (12)	Orient (14)	6:54 2-5
1-mile exhib.	Ford-Cooper (80)				:55 2-5
10-mile match	Franklin (10)	Renault (10)			15:13 1-5
15-mile match	Mercedes (60)	Decauville (40)	Peerless (80)		16:10 4-5
10-mile open	Darracq (40)	Decauville (40)	Darracq (35)	Panhard (70)	10:52 4-5
5-mile open	Ford-Cooper (80)	Darracq (40)			5:09 4-5
15-mile open	Decauville (40)	Darracq (35)	Darracq (40)		16:39 4-5
5-mile match	Ford-Cooper (80)	Darracq (40)			4:55
1-mile trials	Mercedes (60)	Panhard (70)	Decauville (40)	Peerless (80)	1:03 1-5

67 miles total
Average time per mile, 1:08 3-5.

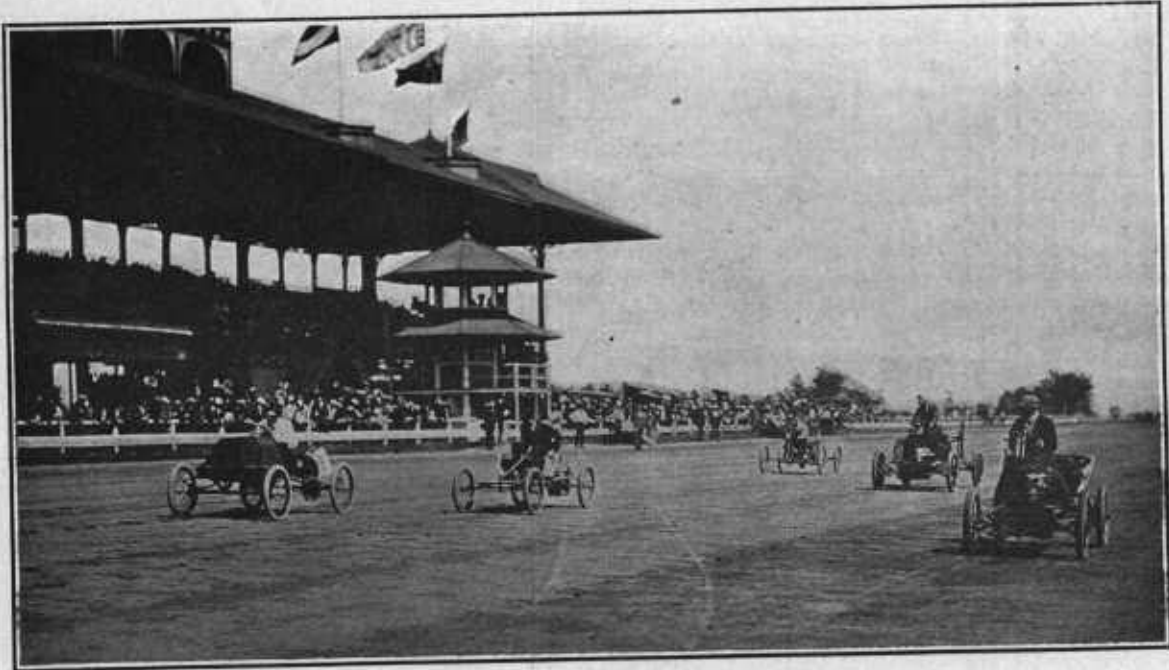
Total time 1:16:26 2-5

12-horsepower La Roche car; John Wilkinson in the Franklin Mfg. Co.'s 10-horsepower Franklin, and F. F. Goodman in Homan & Schultz's 6-horsepower Northern. In the first start the contestants were uneven as they crossed the starting

the last turn in the fourth mile the Northern dropped out. With another burst of speed Wilkinson passed under the wire winner by nearly three-quarters of a mile at the end of the fifth mile and nearly lapped Robbins, who was only 150 feet ahead start-



WILKINSON'S 10-H. P. FRANKLIN, WINNER 5-MILE OPEN AND 10-MILE MATCH.



START OF 5-MILE RACE FOR MACHINES UNDER 1,200 LBS., WON BY FRANKLIN, AT LEFT.

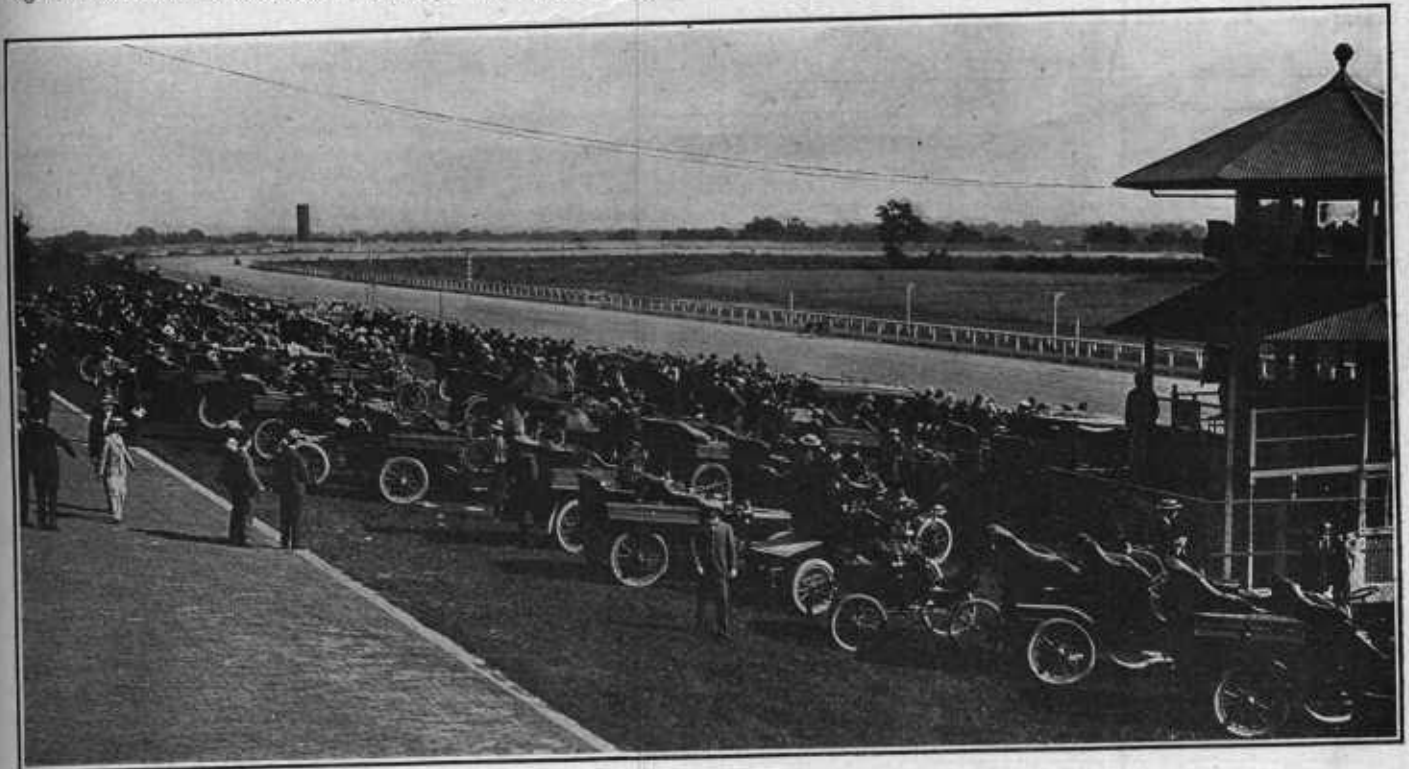
ing his fifth mile. The other contestants had maintained their relative positions after the first mile, Gitchell finishing second in 8:06 4-5, and LaRoche third in 8:11 2-5.

OLDFIELD BREAKS MILE RECORD.

A burst of applause followed the announcement that Barney Oldfield would next go against his own mile record of 56 2-5 seconds made at Columbus, Ohio, on July 4. He was intently watched as, seated in his familiar red 80-horsepower Ford-Cooper racer, clad in a red leather coat, bareheaded and with a partly smoked cigar in his mouth, he was towed backward

around the turn into the straight by the little Darracq official car. Slowly the machines backed into position about a third of a mile from the starting wire in front of the grandstand. There was a short wait while Oldfield turned over his huge engine with a long starting crank. Then he hastily got into position in his seat, the red flag of the official dipped and with a rattle and bang the formidable machine got under way. Quickly it gathered headway as Barney steered diagonally across the turn and close to the outer fence for a long straight flight down the home straight. Before it had passed

over half the distance to the wire it had got under full speed, going at less than a minute to the mile. Despite the terrific speed, the absolutely fearless and reckless driver, wearing his perpetual good-natured smile, nonchalantly waved his right hand to the crowded grandstand just before he passed the judges' stand. With an irreversible steering mechanism this would entail little danger, but old "999" has direct steering controlled by two vertical handles on the end of a transverse bar at the top of the perpendicular steering column. To those familiar with this fact and with the knowledge that the machine has no



NON-CONTESTING CARS AND SPECTATORS ON LAWN IN FRONT OF GRAND STAND.

differential, no change speed gears, and no springs on the rear axle, Oldfield's act raised the expectancy of a fatal disaster to almost a certainty. And this was heightened still more if possible by the tremendous sidewise slide of the rear wheels as, only a few seconds later, the thundering car was steered from the outside of the broad track to the pole to increase the radius of the turn, and raised a thick cloud of dust that rolled and, carried by the breeze, passed over and momentarily obscured the group of onlookers hanging onto the fence in front of the clubhouse. How much the rear wheels skidded is uncertain, but after the dust partially cleared away the four tracks left in the dirt showed those of the rear wheels apparently from eight to ten feet outside of those of the front wheels. Only the low center of gravity kept the machine from turning over, and only the driver's strong and steady arms and clear head and eye kept the car on a true course around the sweep of the turn into the backstretch. Down that he flew bent low over his handles, and keeping close to the pole. He took the big turn at the opposite end of the course with a steady sweep and emerged again into the home straight, watched breathlessly by every one. Again he cut diagonally across the track to the outside, this time smoothly and raising but little dust. As he shot for the second time down the home-stretch like the red flash from the muzzle of a gun, he leaned far out to the right apparently to measure his distance from the fence and the people lined up along it. A few ticks of the watch and the split-second hands on the stop watches ceased moving as he passed under the wire. Once more the turn was taken diagonally and as the car slewed Oldfield was seen to bound several times in his seat like a novice in the saddle of a singlefooting horse. Anticipation of a terrible accident again rose to the highest pitch, but old "999" quickly settled into her steady gait as the engine was throttled and, circling the track more slowly, Oldfield came to a stop in front of the grandstand, cigar still in his mouth and his face spattered with oil and dust. He received congratulations and a subdued applause, the crowd having hardly regained its breath sufficiently to cheer lustily. The time announced for the mile was 55 4-5 seconds, a cut of three-fifths of a second from Oldfield's own world's record. Seven or eight newspaper photographers, with their big boxes, gathered and drove the crowding spectators back while hurried exposures were made on the intrepid hero of the day, who, with the same good-natured smile submitted gracefully.

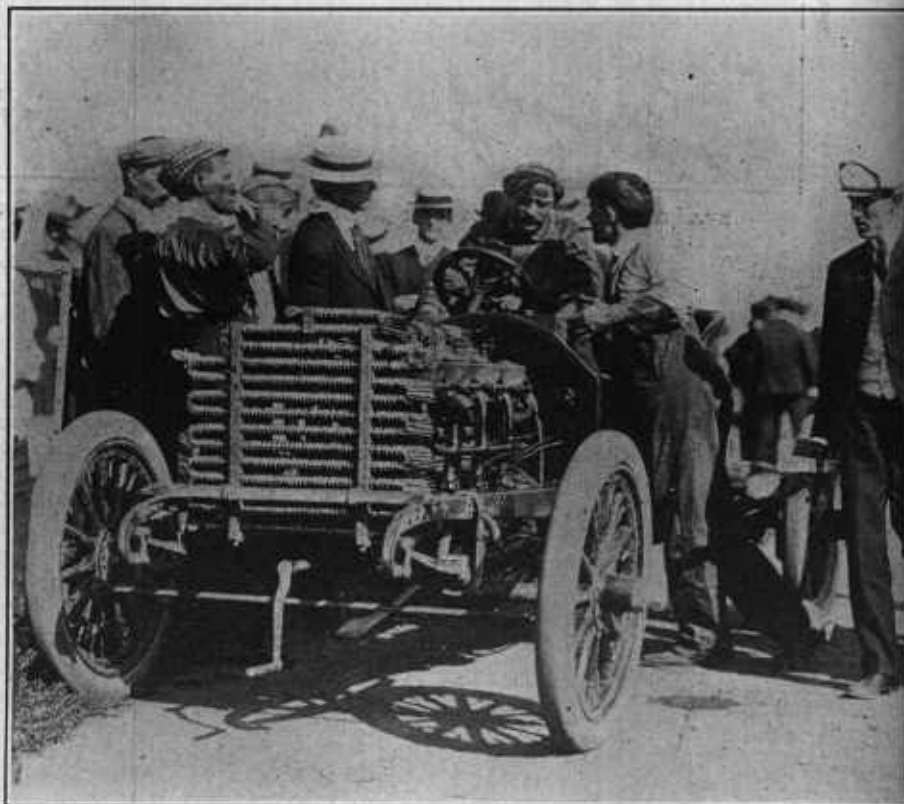
LIGHT-WEIGHT RECORDS MOWED DOWN.

There were but two starters in the ten-mile match race, F. F. Goodman withdrawing his 6-horsepower Northern as it was clearly outclassed. So John Wilkinson, in his 10-horsepower Franklin, and Joseph Tracy, in J. Insley Blair's 10-horse-

power Renault, started side by side to try conclusions. It would have been a good race if the Renault had been in good running condition but it ran the race practically on one cylinder, the other of the pair missing fire almost constantly. The event therefore resolved itself into a record breaking exhibition by the Franklin. The first start was not a good one, the Renault crossing the tape a couple of lengths in the lead, so a second start was ordered. But in the interval, the official announcer, through his megaphone, said: "I am requested by Oldfield to announce that he does not use Russian gasoline and would be pleased to meet any driver in the world; that he will go to the international race

TRIANGULAR MATCH RACE.

The three-cornered match race at fifteen miles between the Gordon Bennett 80-horsepower Peerless racing car, driven by C. G. Wridgway; the Paris-Madrid 40-horsepower Decauville driven by Henri Page, who operated it in the big foreign road race, and O. W. Bright's 60-horsepower Mercedes, similar in design to Clarence Gray Dinsmore's Mercedes on which Jenatzy won the international cup races, was a record breaking but not a particularly exciting event. In the line-up the Mercedes had the pole and the Decauville the outside. The Mercedes passed under the wire in the lead, with the Decauville second. The Peerless made a slow start



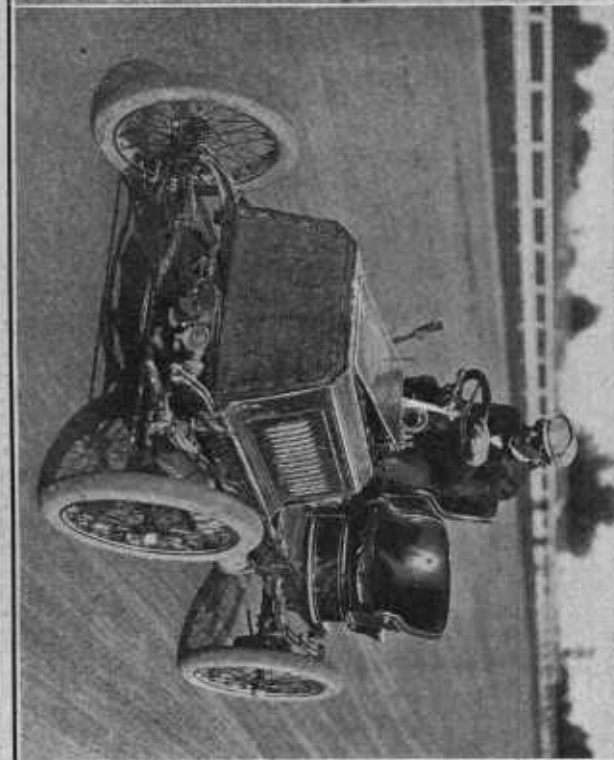
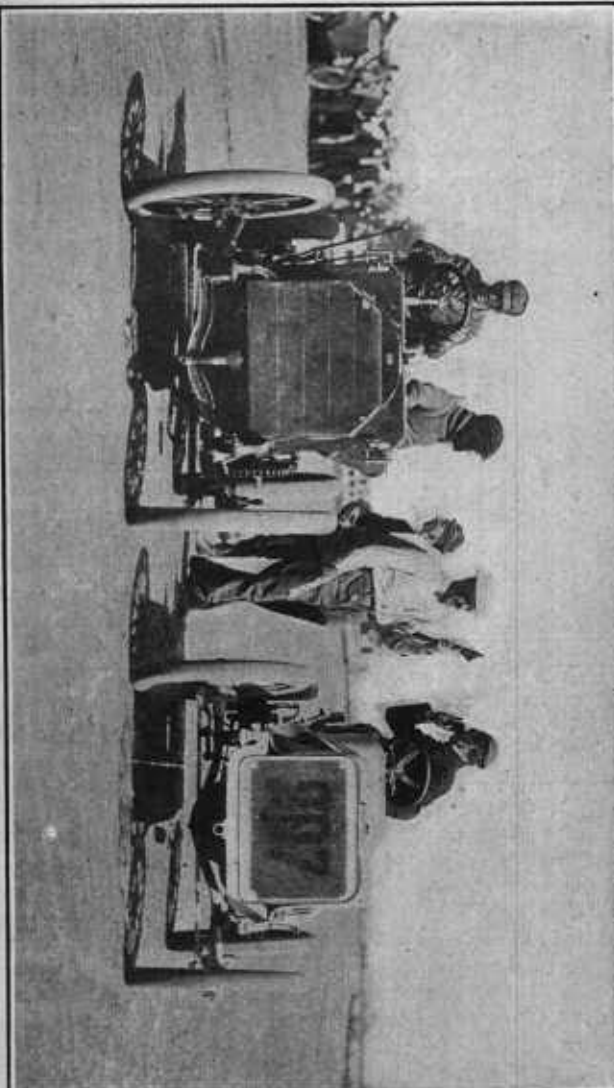
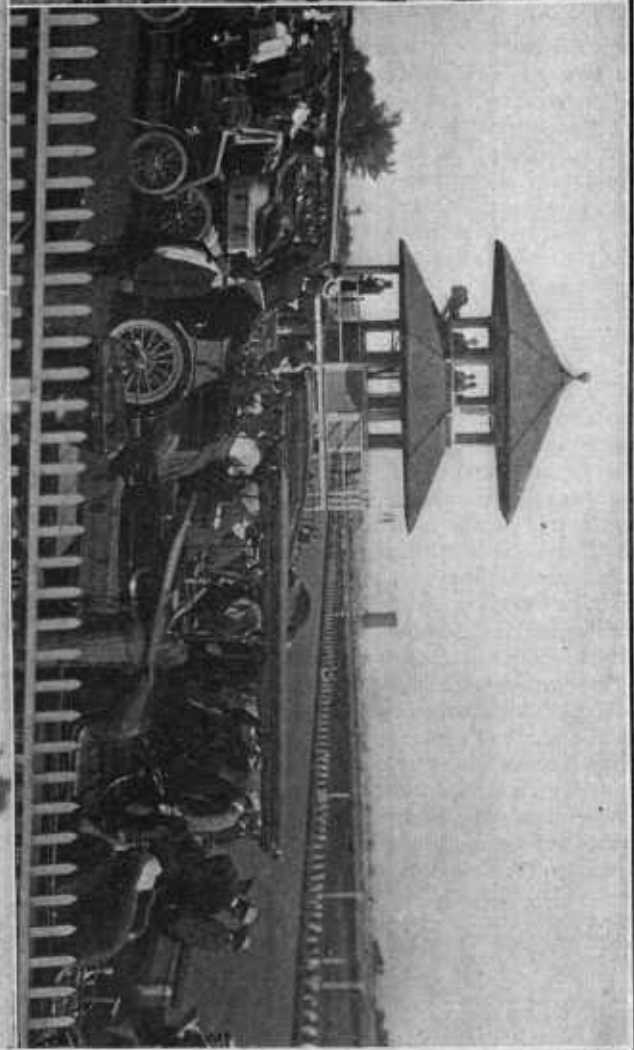
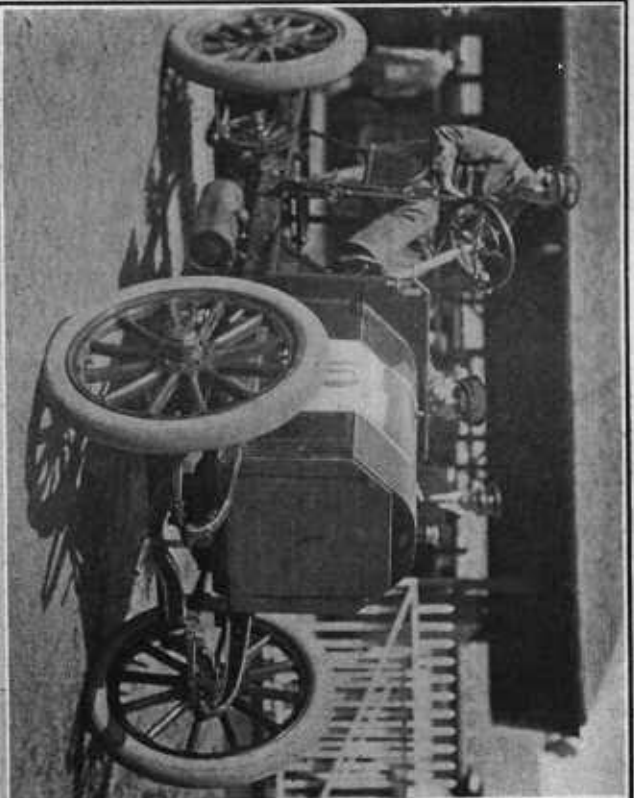
PEERLESS GORDON BENNETT RACER.—Wridgway at wheel, talking to Barney Oldfield.

next year and that he won't be left at the post, either." Great applause.

The second start of the match was an improvement. Wilkinson, however, almost immediately took the lead, which he rapidly increased to 100 feet at the end of the first mile, maintained through the second, increased to 200 in the third, to 400 in the fourth and to a quarter mile in the fifth. The Renault fired irregularly and intermittently and at the end of the eighth mile was half a mile to the bad. It lost ground rapidly in the next two laps and was lapped by its opponent in the first turn after the Franklin finished the ten miles, winner in 15:15 1-5. Tracy's time, after he made one more circuit, was 17:07 4-5. Wilkinson's intermediate times by miles, which are given in the summaries, are all new records for machines weighing less than 1,200 pounds.

The German machine slowly increased its advantage around the turn but entering the backstretch the French car made a pretty burst of speed that brought it up on even terms with the leaders in the middle of the back straight, which elicited a volume of enthusiastic cheers, in which the French operators present joined with national pride and gesticulation. For a moment it looked as if the Decauville would forge to the front, but it was only momentarily, for Laurent Grosso, driving the Mercedes, opened her up a little more and went to the front and from then to the end steadily increased his lead, passing the judges' stand 100 feet ahead at the end of the first mile and winning by two-thirds of a mile in 16:10 4-5. In the second mile the three machines were about equi-distant apart, separated by gaps of 100 yards, the

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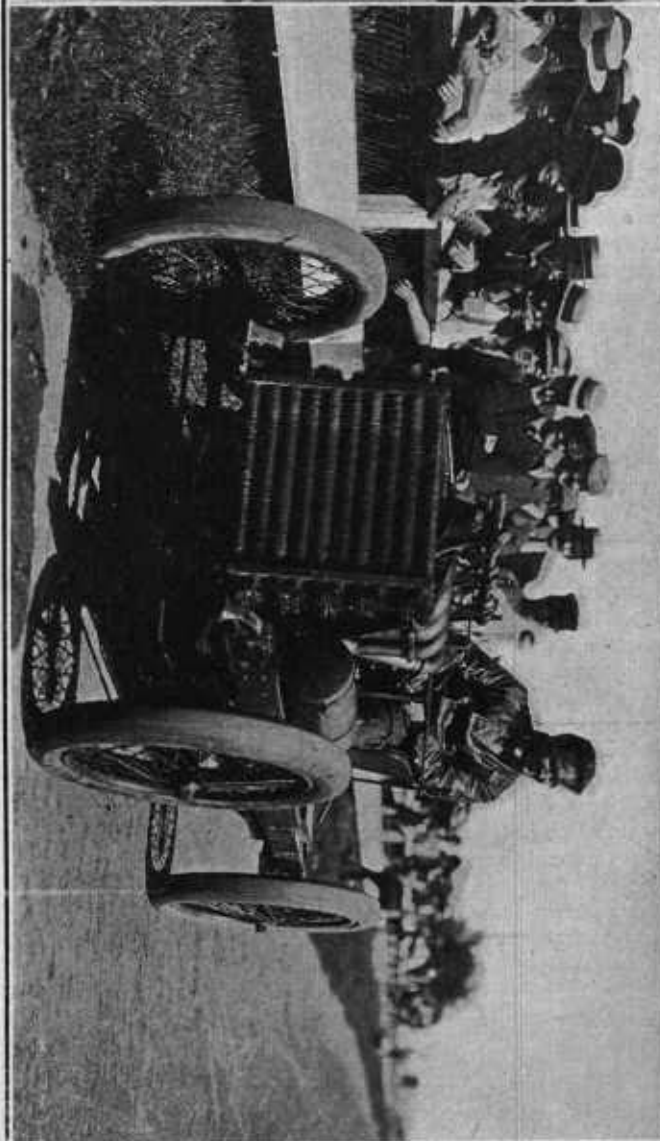
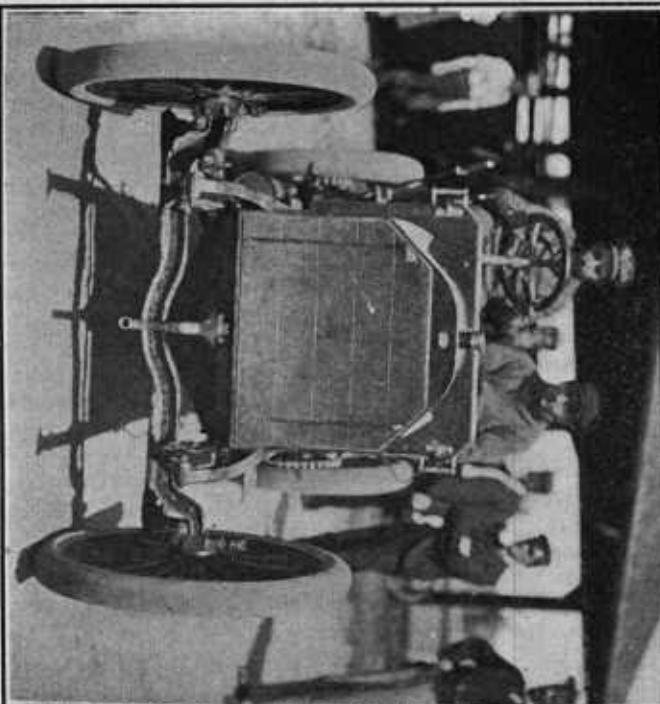
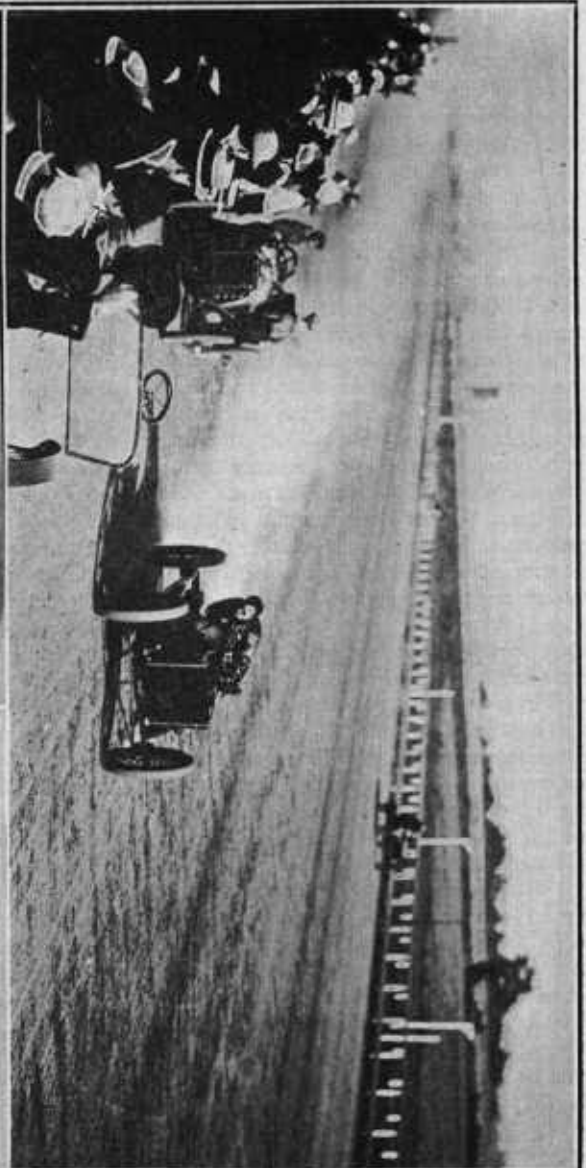
O. W. Bright's 60-H. P. Mercedes, Winner 15-Mile Match Race.

60-H. P. Mercedes and 40-H. P. Drexville Lining Up for Start of 15-Mile Match.

COMPETING FOREIGN CARS AND JUDGES' STAND, AT THE EMPIRE CITY TRACK AUTOMOBILE RACES, YONKERS, N. Y., JULY 25.

Judge's Stand and Group of Spectator's Cars on the Lawn.

F. A. La Roche and 35-H. P. Darrag that won the 10-Mile Open.



Oldfield Winning 5-Mile Match from La Roche in 4:55.

O. W. Belight's 60-H.P. Mercedes, Laurent Grasso Steering

SNAP SHOTS AT THE AUTOMOBILE RACE MEET ON EMPIRE CITY TRACK, YONKERS, NEW YORK, JULY 25.

Rear View of Peerless, 30-H.P. Car/No. 7 in the Gordon Bennett.

An Unsubstantiated Pair—Good Natured Barney Oldfield and Old '1909'

Yonkers Auto Races.

(Continued from page 100.)

American trailing the Decauville. For a time the Peerless picked up in speed and slightly reduced the lead the Frenchman had over it, and again in the tenth mile, as the Mercedes came up behind and tried to pass, Wridgway seemed to let out an unexpected link and staid ahead. With the smoothness and quietness for which the German car is noted, and taking the turns as well as the straights close to the pole while the assistant mechanic stood on the step and leaned far out of the car toward the inside of the track, the Mercedes followed its orbit without the slightest deviation. Eleven miles were finished in 11:56, and Albert C. Bostwick's record of 14:02 2-5, made on the same track on October 8, 1901, went by the board. The time for twelve miles was 12:59 4-5, and Bostwick's record of 15:21 was wiped from the slate forever. Thirteen miles was finished in 14:03 4-5, against Bostwick's 16:38 4-5, and the wealthy sportsman had nothing left to his credit. Completing fourteen miles in 15:07 2-5, Grosso wiped out the figures of 17:55 3-5 put up by Henry Fournier at Fort Erie, Can., on September 26, 1901, and when he finished the race in 16:10 2-5 he was 3 minutes 2-5 seconds inside of Fournier's Fort Erie record of 19:10 4-5.

The time for the Decauville was caught at 16:54 4-5. Wridgway did not finish at speed.

The special race for 14-horsepower Panhards was declared off because the only one of three cars entered that appeared for the event was that of C. V. Brokaw.

Four starters appeared for the ten-mile race open to machines of any motive power weighing less than 1,800 pounds.



AT THE WHEEL OF A WHITE STEAMER IN THE PADDOCK.

These were J. Insley Blair's 35-horsepower Panhard, driven by Joseph Tracy; a 40-horsepower Darracq driven by Jules Sincholle; the American Darracq Automobile Co.'s 35-horsepower Darracq driven by George Papillon; and the 40-horsepower Decauville car driven by Henri Page in the fifteen-mile match race. Although the Decauville and Panhard got away best, the 40-horsepower Darracq soon showed its superior speed and, overtaking the leaders, went to the front entering the home straight in the first mile and continued to widen the gap to the end of the race, which it won by half a mile in the record-breaking time of 10:52 4-5, or at the average speed for the ten miles of 1:05 1-5. The excellent running of the Darracq was something of a surprise, and it made a pretty win. The real race, however, was between the Decauville and the 35-horsepower Darracq

handled by Papillon, for second place. They were almost perfectly matched and were both well handled and staid close together throughout, the Decauville about 100 feet in the lead, which it held to the finish. The time for the Decauville was caught at 11:26, and that of Papillon at 11:33 4-5. The Panhard driven by Tracy labored around with one cylinder practically idle owing to a defect that developed in the spark coil for that cylinder. Tracy was lapped in the seventh mile at the end of the backstretch, and was almost lapped by the Decauville at the end of 15 miles.

F. A. LaRoche had agreed to meet Barney Oldfield in a five-mile match race, best two in three heats, intending to use a 70-horsepower Darracq racing car that was expected to be received from abroad. The machine failed to arrive in time, however, so LaRoche, with true sportsmanship, went into the race with the 35-horsepower car which Papillon had driven in the preceding event. Although realizing that he did not stand the ghost of a chance to win, he pluckily went to the slaughter, and made a good showing, especially in the second heat, in which his time for the five miles was 5:13 3-5. Oldfield started from the wire in both heats, and LaRoche from the opposite side of the track. Oldfield got a bad start in the first heat and stopped before finishing the first lap, a spark coil screw having become loosened on his car. The second start was a better one, though this time LaRoche was slow in getting away. Oldfield moved slowly in the first mile but rapidly gained on his opponent, finishing the mile in 1:11 3-5, with a lead of nearly a quarter of a mile. Coming down the straight in front of the grandstand in the second mile he drew his handkerchief from his pocket and wiped the oil and dust from his face, although going at a rate of nearly a mile a minute. The second mile was finished in 2:12 2-5. The third mile was done in precisely one minute, the fourth in :58 3-5, and the fifth in :58 4-5. The total time for the five miles was 5:09 4-5. Oldfield followed the same



TWO IS COMPANY.—On the Lawn in Front of the Grand Stand.

tactics in driving as in the record trial, keeping close to the fence in the straights and cutting into the pole on the turns. Each time he made the turn out of the home straight he tore up a solid wave of dust that rolled up and settled over the onlookers in front of the clubhouse, who each time ran back to avoid it. Each time, too, as he drove down the long straight he leaned far over from his seat and looked down or back, first on one side of the car and then on the other. He lapped LaRoche in the turn into the home straight finishing the third mile, and won by more than a mile, LaRoche's time being 6:18 1-5.

The second heat of the match, run after the fifteen-mile open, was an exhibition of far greater speed on the part of both cars, though Oldfield's victory was as great. Barney gained a third of a mile in the first lap, which was done in 1:02 2-5 from standing start. Two miles were done in exactly 2 minutes, three miles in 2:58 3-5, four miles in 3:56 1-5 and five miles in 4:55 flat—only two-fifths of a second slower than the record made by Oldfield in his ten-mile record-breaking trial at Columbus, on July 4. LaRoche was overtaken and passed in the fourth mile as he was passing the grandstand, which raised the enthusiasm of the spectators to top notch. His time was 5:13 3-5.

Oldfield was given a great ovation at the conclusion of the race, and hundreds of spectators rushed down to the track to shake hands with him.

A VICTORY FOR THE DECAUVILLE.

The Decauville made a consistent win in the fifteen-mile race for machines of any weight and power, the Oldfield machine barred. The starters were C. G. Wridgway, in the big Peerless racer; Sincholle, in the 40-horse Darracq; George Papillon, in the 35-horsepower Darracq; Henri Page, in the 40-horsepower Decauville, and F. Froger in M. C. Herman's 70-horsepower Panhard. The Panhard led all through the first mile, with the Decauville and the two Darracqs bunched as they crossed the tape. Wridgway dropped out in the second mile and Sincholle gained on Froger in the Panhard and on the turn into the backstretch in the third mile passed into the lead, while the Decauville also passed the Panhard as they entered the last turn. At the end of the third mile the Panhard quit, owing to the breaking of an exhaust valve spring. At the end of the fourth mile Sincholle led by 150 yards, with the Decauville second and the 35-horsepower Darracq nearly 200 yards back in third place. It was noticed then that something was the matter with the tire on the outer rear wheel of the leader. It appeared to be coming off. This increased rapidly as the race continued, and the tire could be seen flapping on the rim, and a noise heard as if the lugs were hitting the rim. The driver was apparently oblivious of the condition of the tire, and for a time it looked as if an accident might result. The machine fell off in

speed and rapidly lost the lead, which was taken from it at the end of the sixth mile, when the Decauville passed it at the wire. The Decauville gained a long lead in the seventh mile and steadily increased it to the end of the race, while it won in 16:39 2-5. Papillon passed Sincholle and went into second place in the ninth mile, but was himself lapped in the thirteenth mile by Page in the Decauville. Papillon's time was 18:18 4-5, and Sincholle's 19:00.

When Sincholle brought his car to a stand at the wire and the defective tire was examined it was found to be perfectly hard and secure on the rim, but a section of the rubber tread had torn loose and had been flopping about.

MILE TRIALS AGAINST LIME.

The final event was the mile trials against time for all machines. These were uneventful except for the breaking of one of the sections of hose leading from the top of the radiator to the cylinder heads. This

Roche Co.'s (12 h.p. La Roche) 3rd, time 8:11 3-5; J. C. Robbins (Waltham Mfg. Co.'s 4-h.p. Oriant); Leader's time by miles, one mile, 1:25; two, 2:46 4-5; three, 4:08 2-5; four, 5:30 2-5; five, 6:54 2-5.

One-mile exhibition trial against world's record: Barney Oldfield (Ford-Cooper 80-h.p. racer), time: 55 4-5, breaking world's record of: 56 2-5 made at Columbus, Ohio, by three-fifths of a second. Intermediate times, quarter: 15, half: 28, three-quarters: 41.

Ten-mile match race: John Wilkinson (Franklin Mfg. Co.'s 10-h.p. Franklin) 1st, time, 15:15 1-5; Joseph Tracy (J. Insley Blair's 10-h.p. Renault) 2nd, time, 17:07 4-5; Tracy ran most of the race on one cylinder, the other missing fire. Won by a mile. Leader's times by miles, one mile, 1:27 3-5; two, 2:54 4-5; three, 4:23 4-5; four, 5:51; five, 7:25 4-5; six, 9:03 4-5; seven, 10:14 3-5; eight, 12:15 3-5; nine, 14:48 4-5; ten, 15:15 1-5.

Three-cornered match at fifteen miles: Laurent Grosso (O. W. Bright's 60-h.p. Mercedes) 1st, time, 16:10 4-5; Henri Page (J. R. Chisholm's 40-h.p. Decauville), 2nd, time, 16:54 4-5; C. G. Wridgway (Peerless Motor Car Co.'s 80-h.p. Gordon Bennett racer), 3rd. Winner's times by miles, one mile, 1:10 2-5; two, 2:14 4-5; three, 3:19 3-5; four, 4:23 4-5; five, 5:28 2-5; six, 6:33 3-5; seven, 7:38 1-5; eight, 8:43 1-5; nine, 9:47 2-5; ten, 10:51 3-5; eleven, 11:56; twelve, 12:59 4-5; thirteen



M. G. HERMAN'S 70-HORSEPOWER PANHARD, F. FROGER STEERING.

occurred in the warming-up circuit, when Wridgway and his assistant were observed to throw their arms up to protect their faces from the flying spray. They pluckily kept on, however, and made several circuits of the track with the hot water flying in their faces and drenching them almost from head to foot. In this, as in the previous events, Wridgway displayed commendable determination in the face of great odds. His time for the mile was 1:09 3-5. The times of the other contestants were as follows: O. W. Bright's 60-horsepower Mercedes, 1:03 1-5; M. C. Herman's 70-horsepower Panhard, 1:05 2-5; Societe Decauville 40-horsepower Decauville, 1:07 1-5; 40-horsepower Darracq, 1:15 2-5; 10-horsepower Franklin, 1:20 2-5.

THE SUMMARIES.

Five-mile, open to machines of all powers weighing less than 1,200 pounds: John Wilkinson (H. H. Franklin Mfg. Co.'s 10-h.p. Franklin) 1st, time, 6:54 3-5; L. O. Gitchell (Col. W. P. Harlow's 16-h.p. Darracq) 2nd, time, 8:06 4-5; F. A. La Roche (F. A. La

14:03 4-5; fourteen, 15:07 2-5; fifteen, 16:10 4-5. Tying five mile record made by Oldfield on same track last Decoration Day, breaking Bostwick's records for eleven to fourteen miles and Fournier's record of 19:10 4-5.

Ten-mile open race for machines of any motive power weighing less than 1,800 pounds: Jules Sincholle (40-h.p. Darracq), 1st, time, 10:52 4-5; Henri Page (Societe Decauville 40-h.p. Paris-Madrid Decauville), 2nd, time, 11:26; George Papillon (Am. Darracq Auto. Co.'s 35-h.p. Darracq), 3rd, time, 11:33 4-5; Joseph Tracy (J. Insley Blair's 35-h.p. Panhard), fourth. Winner's time by miles, one mile, 1:13 4-5; two, 2:17 1-5; three, 3:21 1-5; four, 4:25 2-5; five, 5:29; six, 6:32 4-5; seven, 7:37 1-5; eight, 8:41 3-5; nine, 9:47; ten, 10:52 4-5.

Five-mile match, first heat: Barney Oldfield (Ford-Cooper 80 h.p. racer), 1st, time, 5:09 4-5; F. A. La Roche (La Roche Co.'s 40-h.p. Darracq racer), 2nd, time, 6:18 1-5. Won by more than a mile. Oldfield's time by miles, one mile, 1:11 3-5; two, 2:12 2-5; three, 3:12 2-5; four, 4:11; five, 5:09 4-5.

Fifteen-mile open, for machines of any weight and motive power, Oldfield and La Roche machines barred: Henri Page (Decauville 40-h.p.), 1st, time, 16:39 2-5; George Papillon (Am. Darracq Auto. Co.'s 35-h.p. Darracq), 2nd, time, 18:18 4-5; Jules Sincholle (40-h.p. Darracq), third, time, 19:00. Leader's time by miles, one mile, 1:10 1-5; two, 2:17 1-5;

three, 3: 22 4-5; four, 4: 29; five, 5: 36 3-5; six, 6: 46 1-5; seven, 7: 51 4-5; eight, 8: 58 2-5; nine, 10: 04 1-5; ten, 11: 10; eleven, —; twelve, 13: 21 3-5; thirteen, 14: 27 2-5; fourteen, 15: 33 1-5; fifteen, 16: 39 2-5.

Five-mile match race, second heat: Barney Oldfield, 1st; time, 4: 55; F. A. La Roche, 2nd; time, 5: 13 3-5. Oldfield's time by miles, one mile, 56 3-5; two (1: 03 2-5) 2: 00; three (: 58 3-5) 2: 58 3-5; four, (: 57 1-5) 3: 56 1-5; five (: 58 4-5) 4: 55.

One-mile trials against time: F. Proger (M. C. Herman's 70-h.p. Panhard, 2,400 lbs.); time, 1: 05 2-5; James Sincholle (40-h.p. Darracq), time, 1: 15 2-5; John Wilkinson (10-h.p. Franklin, 900 lbs.); time, 1: 20 2-5; Laurent Grosso (O. W. Bright's 60-h.p. Mercedes); time, 1: 03 1-5; C. G. Wridgway (Peerless 70-h.p. Gordon Bennett racer, 2,200 lbs.); time, 1: 09 3-5 (broke hose to radiator); Henri Page (40-h.p. Deauville Paris-Madrid racer, 1,430 lbs.); time, 1: 07 1-5.

Notes of the Meet.

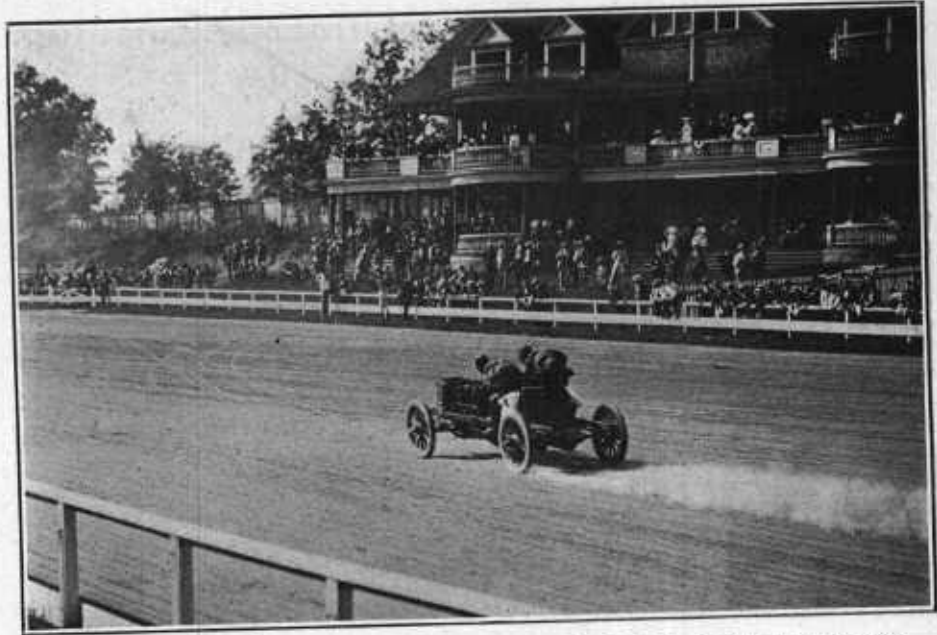
It was an ideal day for the races, an unclouded sky, warm, but with the heat tempered by a gentle south wind.

The track was in fair condition but the track manager averred that if it were not necessary to keep it soft for the horses he could put it in perfect condition for automobile racing in short order.

Visiting automobiles began arriving shortly after 1 o'clock, and soon there was a procession of gasoline vehicles of all styles hurrying up the long grade leading to the grandstand and clubhouse, and down to the beautiful lawn sloping to the edge of the track, where more than 100 cars congregated and were the center of attraction until the races began.

There were not more than half a dozen lever-steered vehicles on the lawn, wheel steering evidently being much in favor. Cars with vertical motors were also much in evidence. Foreign and domestic machines were nearly all of tonneau type, whether the motor was vertical or horizontal.

Before the first race, which was called shortly after 2.30 P. M., the track was dragged with a brush sweep and sprinkled



WRIDGWAY DRIVING GORDON BENNETT PEERLESS RACER PAST CLUB HOUSE.

by two watering carts. Between two of the races, later in the day, the two watering carts, each drawn by a team of weary-looking horses, came lumbering down past the grandstand at a dog trot. The crowd, eager for an opportunity to laugh, called for a race and there was great tooting of automobile horns and enough shouting of encouragement to please the most exacting competitor.

The day was trying for an air-cooled motor, but the Franklin engine ran with the utmost regularity at high speed. It evidently did not become overheated, nor did it miss a single explosion.

When the announcer megaphoned Oldfield's announcement that he was going to Europe next season to compete in the international races, and that he did not use Russian gasoline and would not be left at the post, the big Peerless machine,

itself a Gordon Bennett competitor, which Wridgway was starting at the side of the track, gave an unmistakable grunt of apparent satisfaction.

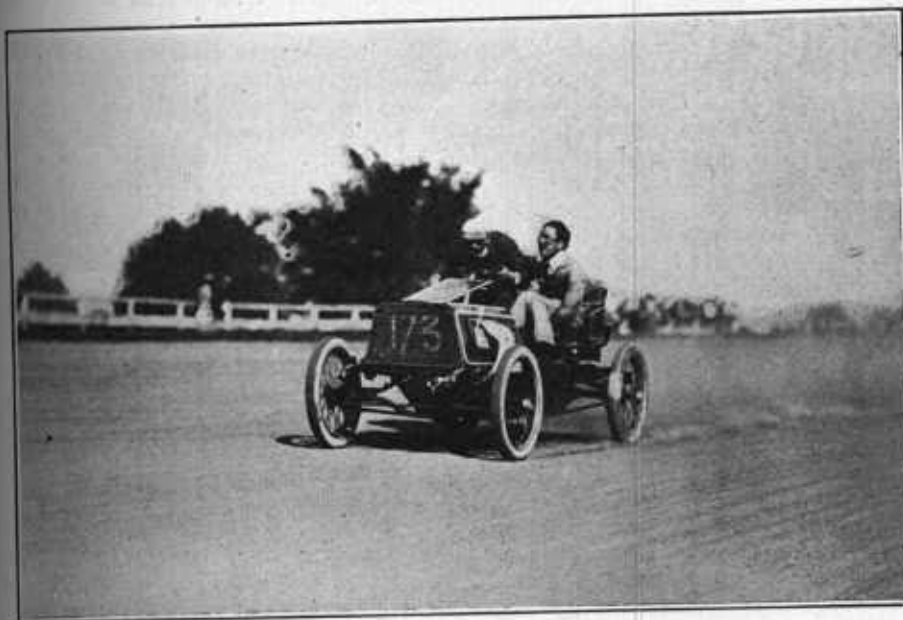
The races, held under the sanction of the American Automobile Association, were conducted by an efficient and representative board of officials, the members of which were as follows: Referee, A. R. Pardington; judges, George Isham Scott—in whose absence Albert C. Bostwick was substituted; A. G. Batchelder, Lawrence Arbaham, C. Arthur Benjamin; timers, Frank G. Webb, M. J. Budlong, Roland Douglass, Robert Stoll; clerk of course and starter, A. J. Picard; assistant clerks of course, P. J. Fisher, K. C. Darling; umpire, Frank Eveland; announcer, Peter Prunty.

No Deauville Races.

There will be no race meeting this year at Deauville, France. The mayor of Deauville, when asked if permission could be secured for a series of races between Deauville and Villers, intimated that the authorities would not allow them. Now that automobiles have attained such power and speed, it is generally admitted that the Deauville course is hardly long enough, the terrace extending for not more than one mile, leaving little distance in which to start and stop when covering the measured kilometer.

The American Motor League estimates that the number of automobiles in use in the United States amounts to about 51,000, and is increasing at the rate of about 1,200 to 1,500 per month.

Owing to the fact that the city council of Toledo, O., has neglected to authorize the city auditor to purchase license tags to sell to automobilists, the ordinance recently passed providing that each automobile in use in the city must be licensed and tagged is as yet inoperative.



JULES SINCHOLLE, WINNING 10-MILE RACE IN 40-HORSEPOWER DARRACQ.

How It Feels to Drive Under the Minute On a Circular Track.

Few automobilists, the world over, can claim the distinction of breaking a world's record in their first race. This is what Barney Oldfield accomplished on the Grosse Point mile track in Detroit last October. It was in the Five-Mile Race for the Manufacturers' Challenge cup that Oldfield made his debut. He had for company on the track, Alexander Winton in the Winton "Bullet," W. C. Buckman in the Geneva steam racer and Charles Shanks in the Winton "Pup."

Only three days before, Barney Oldfield had sat in an automobile for the first time in his life, making a few practice miles in the Ford-Cooper racing machine on October 23, and following this up the next day with an exhibition mile in 1:06 4-5. In the five-mile event in competition, Oldfield drove the first mile in 1:07, covered one of the intermediate miles in 1:04 1-5—then a world's record—and traveled the distance in 5:28, tying Winton's record made the day before.

Thus from an unknown in the automobile racing game, Barney Oldfield leaped into the front rank, and has kept there ever since, always ahead of the procession. One day's automobile driving brought him more fame than eight years of bicycle racing.

Road racing as practiced in Europe is unquestionably much more dangerous work than track racing as followed on this side of the Atlantic, when machines of the same type are used. Great, however, as is the nerve displayed by some of the foreign drivers, it is doubtful if they would consent to change places with Barney Oldfield and sit in a machine which is simply an automobile by courtesy. Technically the "Red Devil" driven by Oldfield, is an automobile, practically, it is an engine on four wheels, a machine in which brute strength, and a disregard for nearly all the essentials of modern automobile construction are embodied. Without differential, without non-reversible steering, and with even no springs for the rear axle, its 80-horsepower turned loose would carry the average skilled automobilist to destruction in almost the twinkling of an eye. Absolute fearlessness, clear headedness and a strong muscle in the person of Barney Oldfield, carries this monstrous freak around the track in less than a minute.

Such trips must be productive of sensation, however well they are masked by the driver before the excited thousands at the race track. These sensations were discussed by Oldfield in a conversation after the races at Yonkers: "If you have ever ridden down a toboggan slide, or taken a shoot-the-chute ride, you will perhaps have experienced a

queer feeling about the waist belt on the way down. Well, you have that same 'gone' feeling all the way 'round the track when you get to going under the minute, and a lot of other feelings too.

"The wind, of course, makes a terrible roar, and the car whips and bounds under you like a live thing. It's funny about me; I can't drive slow.

"There is an exhilaration in driving fast that I cannot resist; it is like intoxication. I take out one of our two cars for a practice run with the intention of going about a 1:05 clip, and I can't keep from hitting it up; they time me under the minute nearly every time.

"Perhaps you have ridden in bicycle races?" he inquired.

"Yes."

"Well, have you not sometimes found yourself winning when you knew you were riding every last ounce you had in you and still felt like yelling?"

"That's what it is like when I get going under the minute.

"It doesn't thrill me a bit to drive a 1:05 clip, and though I might win races without having to drive under the minute, I just have to let it out to get another thrill. I tell you it is living to feel that thrill. You just clamp your teeth on your cigar and get down to your work so that you know to an inch how much the car will swing on the turns, and you get more fun out of the ride than a whole stand full of people.

"I haven't any mania for speed, and I don't lose my head and do the mad-man act or anything like that, but I do like to feel the car jump and feel the power of being able to guide the machine so nicely, no matter how quick the turns come. The car skids about fifteen feet on the turns; the front wheels slide as well as the rear wheels.

"My car is so well balanced and I know it so well, that I know just how to take those slides. If I didn't know I wouldn't be here to tell you about it. A little too much turn of the front wheels would throw the back wheels out so far that the car would not right itself; then there would be something doing.

"No, I don't expect any one will take the records away from me this year. You see I race every week and am on the track so much that I am constantly getting to know my machine and the tracks thoroughly. No other driver is in the same position.

"The tracks are all controlled by horse associations and have been banked for an extreme speed of 2 minutes. Such tracks are as unsuited for automobile racing as an old-fashioned strap iron railroad would be for a modern express train.

"I think that the mile will eventually

be covered in 50 seconds on some one of our horse tracks, but the man who attempts to do better than 50 seconds won't live to tell about it.

"I am always willing to race any man who can race. I don't ask for anything but a race; I don't specify any particular track or require a lot of agreements or any of that sort of thing. If any man has a car and wants a race he can get one from me, for I am ready to race any old man or any old car at any old time on any old track."

And his manner and the tone of his voice gave one the impression that he isn't one of "the-race-that-won't-come-off" sort.

AWARDS OF PRIZES IN PITTSBURG SPEED TRIALS.

Special Correspondence.

PITTSBURG, July 25.—The committee of the Pittsburg Automobile Club having charge of the automobile races against time on the Beechwood boulevard speedway on July 11 met to-day and passed upon the protests and made awards in the several events. The committee consists of W. C. Temple, chairman, George W. Hailman, Reuben Miller, Jr., and W. L. Elkins.

In class A, motor cycles, the cup offered by Banker Brothers went to H. P. Mashey; time 1: 33.

In class B, electrics under 1,500 pounds, the cup offered by James Francis Burke was awarded to J. H. Lindsay; time 2: 01 2-5. The result in this event is especially gratifying as Mr. Lindsay's Centaur made the best time among all the electrics and its victory was very clear cut.

In class B, electrics over 1,500 pounds, the cup offered by President G. H. Flinn was awarded to W. N. Murray, who won with his Studebaker in 2: 14.

The C. H. Dixon cup in class C, steam machines under 1,200 pounds, went to W. H. Artzberger, won in a machine of his own make; time 1: 41 1-5.

In class D, steam cars over 1,200 pounds, the cup presented by Thomas R. Hartley was awarded to J. H. Lindsay, who won in a White touring car; time 1: 40 3-5.

In class E, gasoline cars under 1,000 pounds, the cup offered by Dr. H. W. Arling, went to Dr. W. C. Cook, Duryea; time 2: 21 3-5.

In class F, gasoline cars between 1,000 and 1,500 pounds, the cup presented by J. C. Grogan was awarded to T. H. Guffey, won with a Decauville; time 2: 10 1-5.

Class G, gasoline cars between 1,500 and 2,000 pounds, cup offered by W. C. Temple, awarded to George H. Flinn, won by a Daimler; time 1: 18.

Class H, gasoline cars over 2,000 pounds, cup offered by T. F. Lovejoy awarded to A. R. Neeb, won with a Peerless; time 1: 37 3-5.


Class I, free-for-all cup offered by the committee awarded to A. L. Banker, won with a Peerless racer; time 1: 15 4-5.

to the jury the precise extent in which his life had been shortened by his fright. Probably an Irish jury would have considered that the plaintiff should wait until he died to determine the point.

To Summit of Mount Washington.

While several automobiles are journeying across the continent, and another is traversing the wilds of Norway, touring beyond the Arctic Circle in quest of adventure, another motor car has just been driven to the summit of Mount Washington, in the White Mountains in New Hampshire, a feat frequently attempted but seldom successfully accomplished.

On July 25 a 24-horsepower Toledo gasoline touring car was driven from the Glen House to the summit, 6,300 feet above sea level, in three hours and five minutes. This remarkable climb was made by Arthur C. Moses, who drove up from Providence to make the attempt, and he is naturally much gratified at his success. Mr. Moses states that fifty-five minutes should be deducted from his elapsed time on account of necessary delay in winding the wheels with rope, and in sprinkling the road with sand to insure sufficient traction when negotiating two 20 per cent. grades.



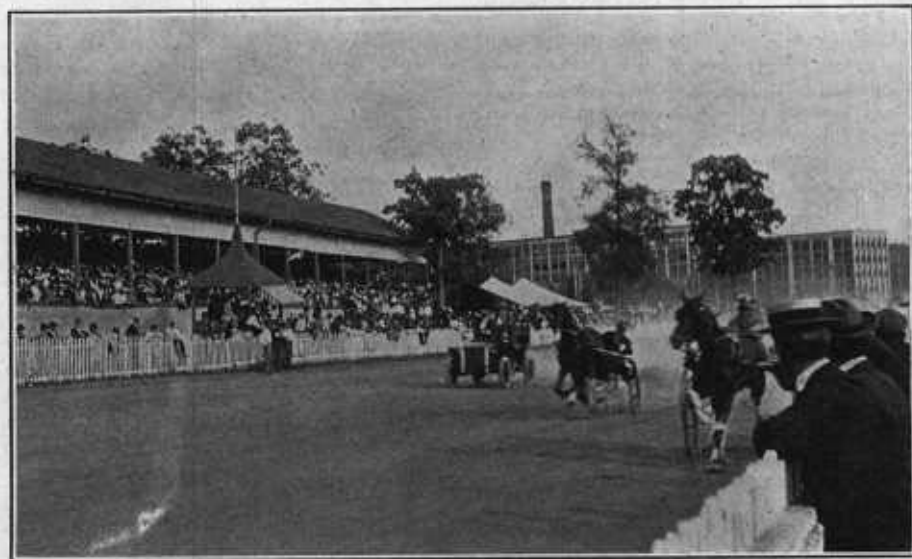
ment this course a the most desirable.

Trotting Horse Paced by Automobile.

The value of the automobile as a pacing machine for race horses has now been demonstrated. Last week George Ketcham, of Toledo, O., purchased a large steam touring car, which he announced would be used to pace his famous trotter Cresceus, in an attempt to break his well-remembered record. The first trial was made at Dayton, O., on Thursday, August 21. It was arranged that Cresceus should travel

distance on the lake shore. There is a bank seventy-five feet high on this portion of the shore and Mrs. Winton either threw herself, or accidentally fell, into the lake from this bank. Just how the death occurred will probably never be known.

Mrs. Winton had been in ill health for some months. Her recent trip to Europe when her husband competed in the Gordon-Bennett race was taken with the hope that her health would be benefited. Recently her condition had been such that a trained



TROTTER CRESCUEUS BREAKING RECORD PACED BY AN AUTOMOBILE.
Cresceus on Extreme Right, Mike the Tramp in the Centre.

beside his running mate, Mike the Tramp, the automobile following on the outside and a little behind. Mike the Tramp, however, soon dropped behind and the driver of the automobile, realizing the situation, jumped his machine into the vacant place beside Cresceus, keeping the front of the car close to the wheels of the flying sulky. The noble horse was not to be defeated by this strange steed and he came down the stretch like a flash, the car, with throttle wide open, finishing even with him in a final burst of speed. The time for the mile was 3:08 3-4, a world's record for a half-mile track.

The automobile used in this novel and successful experiment was a standard White touring car, driven by E. C. Denzer.

Charley—"Oh, dear, I'm so tired! I'm all out of breath."

Frank—"Sort of pneumatic tired, eh?"—
Exchange.

nurse was kept in constant attendance.

The general supposition is that Mrs. Winton was temporarily deranged. She was an ideal helpmate throughout Mr. Winton's long struggle in perfecting his inventions and the building up of his business. It is very sad that death should have come just at a time when they were in a position to enjoy the fruits of success. Mr. Winton had only recently completed a beautiful home overlooking Lake Erie. It was owing to the anxiety and solicitude of Mrs. Winton that Mr. Winton recently announced his retirement from racing. Mrs. Winton always expressed a deep interest in racing, but she feared that her husband would suffer some injury.

An enterprising Minneapolis electrician recently used his big yellow automobile to carry devotees of the national game of base ball to the Twentieth Street grounds, charging a nominal fare for the service.

Surprises Develop at Detroit Races.

Oldfield and "Baby Bullet" Meet Their Equals in Cunningham and the "999," and in Sincholle and the Darracq—Runabout Transcontinentalists on the Scene.

Special Correspondence.

DETROIT, Sept. 9.—Thoroughly soaked by two days' heavy rain, the big loam track at Grosse Point was in poor condition for the opening day's races, which, because of the severe rain of yesterday morning, were postponed to this afternoon. By the steady running of a large number of automobiles, the track officials managed to put the outside of the track in fair condition, but the inner half of the oval resembled a plowed field as the result of a number of cars running over it before it had a chance to dry. The weather was warm but sultry and rather threatening and the attendance was not what it would have been had the plan of holding the opening races on Labor Day been carried out. Still, the grandstand was comfortably filled. The crowd was an enthusiastic one—when Detroit drivers and machines won out, which was the case in the majority of races. It was plain that their hearts were with Tom Cooper and not with Barney Oldfield, who, while formerly a Detroit hero, has lost caste since he changed his mount and home. This was in surprising contrast to Oldfield's reception in Cleveland, where he was clearly the idol of all.

OLDFIELD SUFFERS DEFEAT.

It was not an Oldfield day; at least, not such an Oldfield day as the champion has been accustomed to experiencing. True, he won two races: the two-mile open and the match with Tom Cooper, but there is no telling how he would have finished had Jules Sincholle, the Frenchman, started in the ten-mile, or had Cooper's "999" been in first-class working order in the match. As it was, Oldfield was outclassed in the five-mile by Sincholle in the Darracq, while in the Manufacturers' Challenge Race for the cup offered by the Diamond Rubber Company, Cooper not only had the satisfaction for wiping out the sting of his previous defeat, but Oldfield was beaten on the stretch by Cunningham with the new Packard racer "Gray Wolf." And what was still worse, Oldfield was forced to yield the Diamond Cup which would have been his permanently could he have won this race, since he had twice before beaten all comers in competition for the cup; once with the identical "999" which defeated him to-day and later with the Winton Bullet.

CUNNINGHAM SHOWS DARING.

The victory of Cunningham with the Gray Wolf over Oldfield was almost as popular with the crowd as the defeat of Oldfield by Cooper. The Gray Wolf which met with hard luck at Cleveland gives promise of great things in the future, while Harry Cunningham, of Detroit, who

handled it in place of W. B. Hulbert, will, with practice, undoubtedly develop into a champion driver. In the fight for second place in the Manufacturers' Cup Race, he showed Oldfield a trick at daring which opened the eyes of those who saw how it was done. Oldfield followed his custom of swinging wide on the bank, and then attempted to crowd over onto the smoothly-beaten portion of the track, but Cunningham, who was alongside, was not to be scared out, and forced the champion to hold a straight course and kept to the smooth strip himself. It was a grim fight down the stretch, but try his best, Oldfield could not force Cunningham over and the latter won by a very small margin.

It was one of the closest finishes ever seen, and the win was a fitting dessert to the bountiful repast which Cooper presented the Detroiters when he came down the stretch an eighth of a mile to the good of the Cleveland who had recently defeated him by a nose.

SINCHOLLE DOES FAST WORK.

The Frenchmen were in hard luck. Both of the Darracqs gave trouble and in several events one or the other of them was out of the running. But when they did go, they made their competitors travel. Sincholle defeated Oldfield by an eighth of a mile in the five-mile open. In the race for the Paris-Madrid machines, Sincholle's car showed its true worth by doing the fastest work of the day. It was claimed by drivers that the track was at least twenty seconds slow, and if such is the case the Darracq flyer can easily be classed with the fastest cars in the world, for the time for the third mile was announced at 1:05, "the fastest mile of the day."

From that on, the announcer was kept busy bringing this statement "up to date." Next it was 1:04 3-5, then 1:03 3-5, and so on down a fraction less for each lap until the eleventh mile was made in 1:02 2-5.

Some of the officials endeavored to have Sincholle keep on to twenty-five miles, as he would certainly have broken records, but he did not understand and stopped after winning the race.

BOOKMAKER A NEW FACTOR.

The presence of one lone bookmaker added a new phase to the game. He was not particularly fortunate in picking the winners and lost heavily on the Cooper-Oldfield match. At first he offered seven to ten on Oldfield and even money on Cooper and then changed it to four to five on Oldfield and one to two on Cooper. In the French race he offered two to one on

Page, two to five on Sincholle and three to two on Papillon. In the handicap for Detroit owners, he made a fair guess, as Newman, who did not show up, was picked as the favorite.

TRANSCONTINENTALISTS ON THE SCENE.

There was an interesting event which was not down on the program. A little Olds, looking much the worse for wear and containing two tanned and begrimed riders, came out on the track and an attendant fastened on the machine this sign:

"This is the first runabout to make a record from San Francisco to Detroit. L. L. Whitman left San Francisco July 10th arriving Detroit Sept. 7th."

The little machine went around the track at a lively pace but the time was not announced.

THE SUMMARIES.

Five-mile open for cars under 1,000 pounds—D. Wurgis, Olds "Private," first; F. Prong, Olds runabout, second; W. Wigle, Olds runabout, third. Time, 8:23 3-5.

Five-mile open for cars under 2,000 pounds—Jules Sincholle, Darracq, first; Barney Oldfield, Winton "Baby," second, Henri Page, Decauville, third. Time, 6:05 2-5.

Ten-mile open—Oldfield, Winton, first; Page, Decauville, second; Papillon, Darracq, third. Time, 12:19.

Five-mile handicap for Detroit owners, cars having road equipment and four passengers—F. C. Riggs, Cadillac (1:03), first; H. S. Pingree, Jr., White (scratch), second; E. L. Ford, Winton (scratch), third. Time 10:27 4-5.

Five-mile match flying start—Oldfield, Winton, first; Tom Cooper, Ford-Cooper, second. Time, 5:46.

Fifteen mile Paris-Madrid match race—Jules Sincholle, Darracq, first; Henri Page, Decauville, second. Time, 16:03.

Five-mile for Manufacturers' Challenge Cup—Tom Cooper, Ford-Cooper, first; Harry Cunningham, Packard "Gray Wolf," second; Barney Oldfield, Winton "Baby," third. Time, 5:33 3-5.

Newport Private Races Abandoned.

Special Correspondence.

The private automobile races scheduled for September 15 at the Acquidneck Park track have been called off, as Mr. Thurston, owner of the track, expects to sell it before that date. In consequence, W. Mason Turner, who has been promoting these races, has been obliged to notify prospective contestants that there will be no races this year. Perhaps in another year Newport will have a track built especially for automobile racing.

No Brakes on the Horses.

Dr. Swezey has sold his team to the livery barn and will let some one else break them in. He says he is going to have an automobile by another season and be able to stop when he wishes.—*Wakonta (S. D.) Monitor.*

Cannon (Cannon); Louis S. Ross (Stanley), second; Paul Durbin (Stanley), third. Time, 3:49 4-5.

All motive powers, under 1,500 pounds, five miles, first heat—Won by Henri Page (Decauville); F. A. La Roche (Darracq), second. Time, 5:30 1-5. Second heat—Won by Charles Schmidt (Packard "Gray Wolf"); Paul Sartoris (Vanderbilt Mercedes), third; George C. Cannon (Cannon), third. Time, 10:45. Time of fastest mile, 1:04 4-5.

Final heat, five miles, all motive powers, under

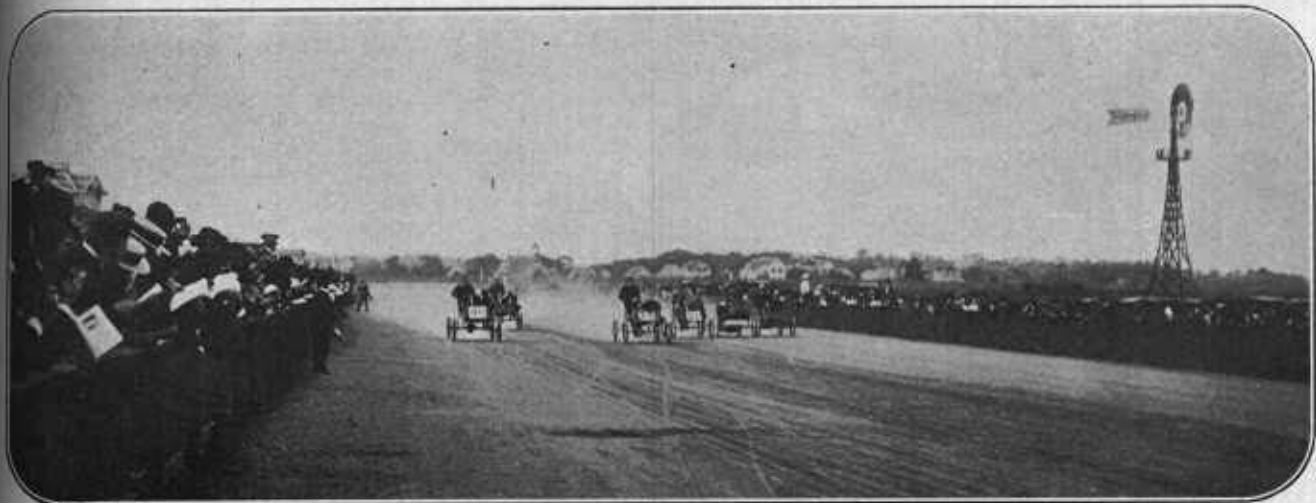
track, is assured and another great race is just as certain to result. Such a race as that at Providence, if seen elsewhere, especially in New York, will insure the popularity of automobile racing for a long time to come.

The racing was very uniform in speed. The fastest five miles was 5:28 4-5, made in

expensive types, both American and foreign.

What promised to be a tame and uneventful meet proved to be the best meet of the year, all things considered.

"Lon" Peck, of Boston, known the world over for his skill in starting bicycle races, proved as able a starter in auto



START OF THREE-MILE OPEN FOR STEAM CARS—FIVE STANLEYS AND CANNON'S RACER.

1,500 pounds—Won by Henri Page (Decauville); F. A. La Roche (Darracq), second; Charles Schmidt (Packard "Gray Wolf"), third. Time, 5:28 4-5. Fastest mile, 1:04 2-5.

Match race, five miles—Won by F. A. La Roche (Darracq); Charles Schmidt (Packard "Gray Wolf"), second; Henri Page (Decauville), third. Time, 11:15. Fastest mile, 1:05 1-5.

All weights, all motive powers, ten miles—Won by Henri Page (Decauville); Charles Schmidt (Packard), second; Paul Sartoris (Vanderbilt Mercedes), third. Time, 10:48 2-5. Fastest mile, seventh, 1:03 3-5.

Notes of the Meeting.

Those who scoffed at automobile racing as a contest of machines and not men, left Narragansett Park delighted with the day's

the final of the five-mile open. The five-mile match race was run in 5:32 1-5; the heats of the open race in 5:35 4-5 and 5:30 1-5, and the ten-mile race in 10:48 2-5, an average of 5:24 1-5 for each five miles.

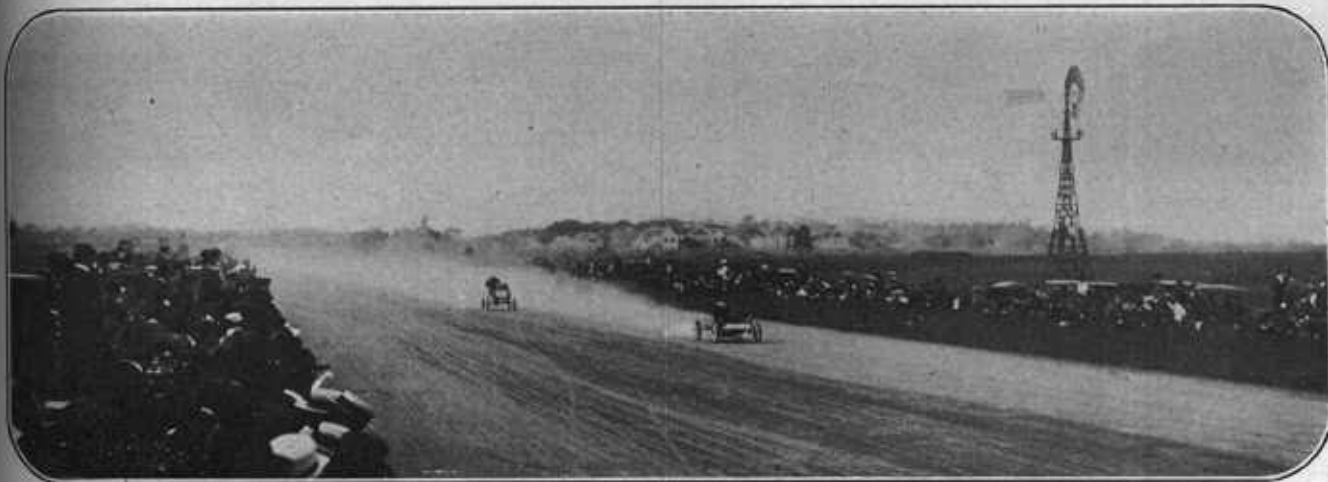
John R. Chisholm wore "the smile that won't come off." The victories of the Decauville and Page were the cause.

Harlan W. Whipple grew enthusiastic over the speed and the sharp racing and developed a racing spirit. "Just wait until the Florida races," said Mr. Whipple, "and you will see me driving my own 80-horse-power car on the straightaway. I'll never risk a circular track, though."

races. The cars went away promptly and in excellent formation and all from a flying start.

Albert Champion was offered a liberal inducement to drive for one of the leading makers but asked for more and held out for his figures, it is reported.

The Brockton Automobile Club, twenty-two strong, drove over to the meet, leaving Brockton at 9 o'clock and making the thirty-six mile run in a little less than three hours. In the party were Dr. F. E. Constance, A. H. Brigham, W. H. Marble, Fred Packard, W. H. Trufant, W. H. Cross, O. B. Bray, Chester Estes, George Wash-



FINISH OF THE THREE-MILE STEAM RACE—GEORGE C. CANNON WINNING IN 3:49 4-5.

sport and praising the ability of the drivers as well as the good qualities of the machines.

Another meeting between Paige, La Roche and Schmidt, at the Empire City

The forty spaces along the fence fronting the grandstand reserved for autos was filled with cars worth a fortune. Probably \$1,000,000 worth of cars were in sight from the grandstand. Many were of the most

burne, Dr. Price, F. F. Pryor, F. F. Field, W. D. Pike, J. W. Ford, William Hurler, F. H. Hannigan, James Spence, W. M. Newt and F. F. Filoon.

Henri Page must return to France in

Many World's Records Broken in Series of Races On Empire City Track.

Vindication for Alexander Winton's Gordon-Bennett racer, the eight-cylinder Bullet II driven by Barney Oldfield, and a most creditable and thrilling wind-up of his season's racing in the Decauville by Henri Page, who returns to France to enter the army, served to arouse to the shouting, hat-waving, horn-blowing point the enthusiasm of the 5,000 spectators at last Saturday's races at the Empire City track.

Fascinated with the fear of disaster which it seemed must surely befall the dare-devil riders as they were whirled in world's record time around and around the

that all had so daringly courted, there were cheers in volume for them.

NEW RECORDS ON SOFT TRACK.

It was an ideal day for racing, though perhaps a little more wind would have been acceptable as a dust remover. The track, however, was noticeably soft, and great credit is due Oldfield and Page for numerous new world's records established. Joseph Tracy, with a Georges-Richard-Brasier car of 24 horsepower, also cut into the track records.

Many persons ranking high in the social

performances and the most thrilling races being the achievements of this unbeatable driver in the fifteen-mile open. Oldfield drove his car below record time from the seventh mile to the finish, and though Page, his nearest competitor, beat the former record by nearly a minute, the flying Cleveland led the nervy Frenchman by more than half a mile at the finish. Oldfield's time, 14 minutes 35 seconds for fifteen miles on a soft mile track, certainly establishes the ability of Alexander Winton's unfortunate Gordon Bennett racer to go, and to go fast, faster than any other



BARNEY OLDFIELD BREAKING WORLD'S RECORDS.

mile oval, enveloped in a dense bank of yellow dust, the suspense of the crowd was evidenced by the intensity with which the individuals mutely followed them with the eyes. High strung voices shouted occasional plaudits, horns were now and then squeezed nervously by occupants of automobiles "parked" in front of the grandstand, and over all the voice of the announcer told through his megaphone of shattered world's records. Then, when the race was over and the dust-begrimed drivers slowly returned with their cars down the stretch and the spectators realized that none had met with the disaster

life of the turf and general sporting world were seen in the crowd, and the number of automobiles admitted at the gate totaled 335.

Though there were no close finishes, and the big handicap proved a disappointment, the sport was good, and the absence of accidents of any kind was gratifying. There were few "rail birds" at the turns, in fact, at any point around the track—and, curiously enough, they kept out of danger of their own accord.

Barney Oldfield, driving the Winton Bullet II, was the star of the meet, the most important of the record-breaking

automobile in the world has been driven under like conditions. Oldfield covered his tenth mile in this race in 56 seconds flat, only a fifth of a second slower than his own world's record of 55 4-5 seconds, made on the same track with the Ford-Cooper "999" on July 25, when, it may be added, he had a much harder track beneath him and was not handicapped by dust thrown up by several competing cars.

WARNER WINS LOCOMOBILE RACE.

The first event, a five-mile race for 16-horsepower gasoline Locomobiles with road equipment and mufflers cut-out, was

started at 2:30, with M. M. Riglander, Archie McNeil, Jr., DeVer H. Warner, Walter F. Wallace and W. J. McClarey driving. The cars lined up at the seven-eighths pole in the stretch and at a signal from Starter Picard, moved down to the

by 38 seconds. The La Roche was second, while the Cadillac retired at the end of its fourth mile.

The third event brought out F. A. LaRoche in his 40-horsepower Darracq, Henri Page in the 40-horsepower Decau-

ville, when the three cars rounded into the stretch. Page was driving a furious race. At eight and one-eighth miles he lapped the Gray Wolf, and at the end of the ten miles had increased his lead on the Packard by a quarter of a mile. The time, 10:16 2-5, broke the former track record for cars of all weights by 36 2-5 seconds. The time by miles were, 1:08 1-5, 2:09 4-5, 3:10 2-5, 4:10 3-5, 5:11 1-5, 6:11, 7:11 3-5, 8:12 4-5 and 9:14 3-5. The speed, it will be seen, was very uniform throughout, the fastest mile being driven in 1:00 1-5 and the slowest in 1:01 4-5.

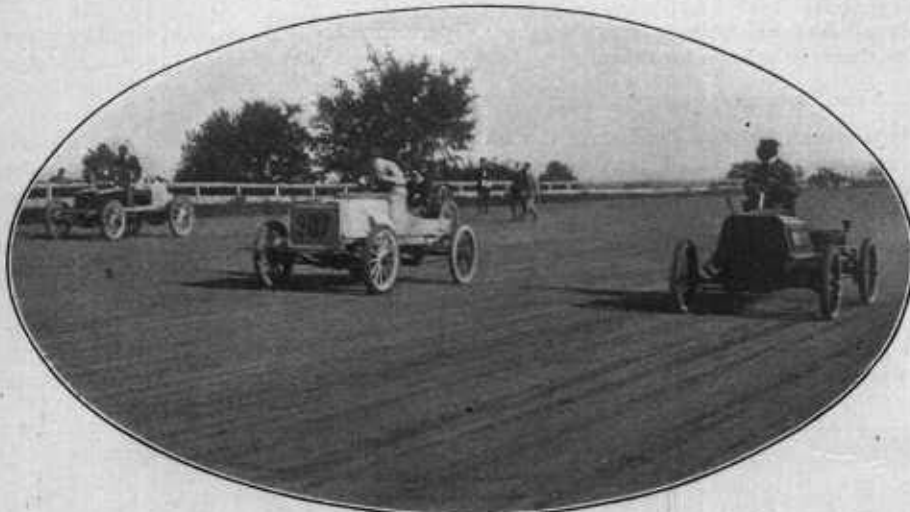
OLDFIELD ATTEMPTS MILE RECORD.

Barney Oldfield then came out with the Winton eight-cylinder Gordon-Bennett racer to attempt to break his own world's record of 55 4-5 seconds for the mile. He started around the mile oval to warm up for the flying start. Before the races Oldfield had stated that the track was too soft for record driving, and as he took the turns in the warming-up mile this was easily seen to be true, the car throwing up quantities of loose dirt and dust. Those who witnessed Oldfield's record-breaking ride on this same track in July, easily recognized the fact that the track was much harder at that time.

With his wonted skill and daring, Oldfield drove the powerful and smooth-running racer at a terrific pace down the stretch for the start, and, getting the signal, flashed around the west turn in pursuit of the elusive record. It was easily apparent that he was driving well under the minute, but he was unsuccessful in his attempt, being timed in 56 3-5 seconds. After a brief rest, he made another trial, but could not improve on the time of his first attempt; two miles were covered in 1:55 2-5.

DECAUVILLE-GRAY WOLF MATCH.

The next event was to be a special match race at ten miles between F. A. La Roche in his Darracq, Henri Page in the Decau-



START OF 10-MILE EVENT FOR 1,800-POUND CARS.

ville, Harry Cunningham in the Packard 24-horsepower Gray Wolf and John Beyer in Norris Mason's 24-horsepower Renault.

At the gun on the second start, Wallace took the lead, with Riglander following closely. At the end of the first mile McNeil caught Riglander, who was leading at the tape. McNeil maintained his lead, and at the end of the second mile led by more than 100 yards, with Wallace in second place. At the close of the third mile McNeil led by more than an eighth of a mile, and continued to increase his lead, finishing the race with a lead of almost a half mile. There was an exciting race for second place, Warner overhauling Wallace in the stretch and beating him out at the tape by a length.

Time, 7:19 2-5.

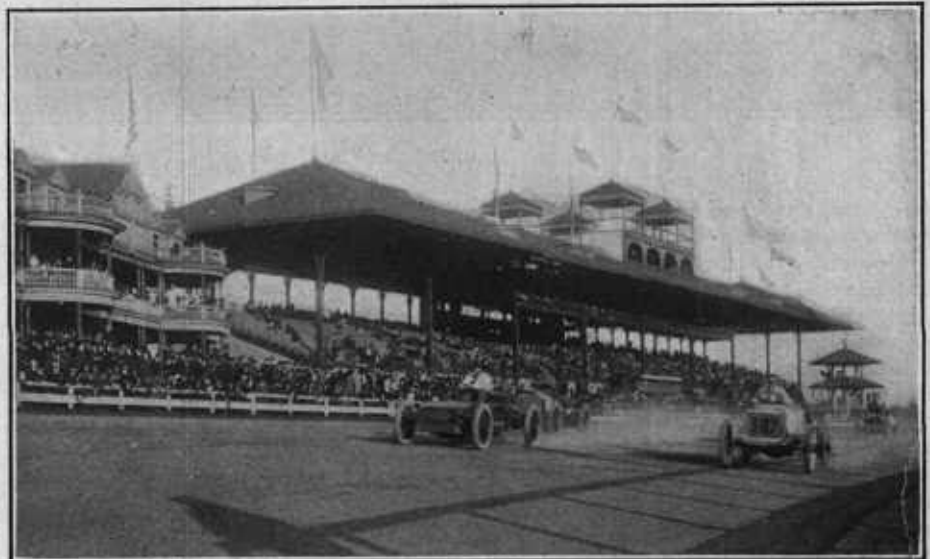
A VICTORY AND RECORD FOR TRACY.

For the next race, five miles, open to cars of any motive power and weighing under 1,200 pounds, Jack Lavin, in F. A. La Roche's 12-horsepower La Roche; Joseph Tracy, in E. B. Gallaher's 24-horsepower Georges Richards-Brasier; I. D. Plank, in a Cadillac, and Rudolph Meyer, in Paul Rainey's 12-horsepower Rainey Special, lined up in the stretch for the flying start.

The cars got away nicely, with Lavin having a slight advantage. The Brasier soon took the lead, however, and ran away from the bunch, finishing the first mile in 1:19 4-5. Meyer, in the Rainey, who was second, lost his power in the stretch, was soon passed by Lavin, and dropped out after passing the tape. Tracy caught the Cadillac after going two and seven-eighths miles. At the finish of the third mile the La Roche was lapped and Tracy continued to increase his lead, finishing the five miles in 6:16 3-5, and beating the old track record for his class

by 38 seconds. The La Roche was second, while the Cadillac retired at the end of its fourth mile.

The Decauville continued to gain, and the sixth mile was covered in 59 4-5 seconds. Cunningham caught La Roche in the stretch in the former's sixth mile, and Page overtook La Roche a few seconds



START OF 15-MILE FREE-FOR-ALL.

ville and Charles Schmidt in the Packard Gray Wolf. It was announced, however, that Mr. La Roche would not compete, as he had broken two of the intake valves on his car, but that the remaining two cars would be sent five miles. The two pretty

60-horsepower Mercedes; Harry Cunningham, in the Packard Gray Wolf, John Beyer in the Renault, Barney Oldfield in the Winton Bullet II, and Henri Page in the Paris-Madrid Decauville.

Page secured the advantage at the start,

covering the fifteen miles in 15:07 1-5. The former record was 16:10 4-5, made by Sincholle in a 40-horsepower Darracq. Prior to Saturday's race this was the world's record for all classes and all weights.

Oldfield and Page were roundly cheered



BARNEY OLDFIELD—WAITING FOR THE STARTER'S SIGNAL.

gray racers ran down to the tape very evenly and made a perfect start. Page took the lead, and at the mile had an advantage of about a sixteenth of a mile. The cars were called back, however, the "powers" governing the racers having agreed to make a ten-mile race of it, as originally intended.

Another start was made, and again the Decauville forged to the front, and at the end of the first mile led the Packard by more than an eighth. At the end of the second mile Page had increased his lead to a quarter of a mile. The Paris-Madrid racer was running steadily, and the flying Gaul guided it with precision close to the pole, around the turns, skidding very little. In the seventh mile the Packard was a half mile to the bad, with both cars running with uniform speed. The Decauville continued to gain gradually, however, and at the end of his ten miles the Frenchman had an advantage over his German rival of eleven-sixteenths of a mile. Time, 10:23. The times by miles were 1:05 2-5, 2:06 3:06 4-5, 4:07 4-5, 5:08 2-5, 6:10 4-5, 7:14 1-5, 8:17 2-5, 9:19 3-5. The Gray Wolf's time was 11:08 1-5.

In this race Page broke the world's records for his class from one to six miles, notwithstanding that he slowed down perceptibly in his second mile.

Next the cars were brought out for the free-for-all at fifteen miles, the starters being Laurent Grosso, in O. W. Bright's

but Oldfield passed him at the eighth. The order at the first mile was Oldfield, Page, Grosso and Cunningham; Beyer was a bad fifth. Oldfield's time was 1:04. A great cloud of yellow dust hung over the track, and even Oldfield, who continued to lead, rode in the dust. Page hung closely to Oldfield and, riding in a dense cloud of dust, took the turns in a remarkable manner. He was roundly cheered for his plucky and clever driving.

Oldfield finished his five miles in 5:01, a new track record. Grosso dropped out in his fifth mile, leaving Cunningham in third and last position, Beyer having retired. Oldfield finished his seventh mile in 6:54 1-5 and his eighth in 7:52, making new world's records. The nine miles was driven in 8:49 and the ten miles in 9:45.

Page caught Cunningham after going 10 7-16 miles, and continued to drive a remarkably good race.

Oldfield, driving wide in the stretches, as is his custom, and skidding dangerously on the turns, but with a cigar clenched between his teeth, continued his record breaking. Eleven miles were covered in 10:41 4-5, twelve in 11:38 4-5, thirteen in 12:37 1-5, fourteen in 13:35, and the fifteen miles in 14:35. In his last mile Oldfield almost succeeded in again lapping Schmidt, who led him down the stretch and beat him to the tape by about fifty yards.

Page set up a new world's record for cars weighing not more than 1,800 pounds,

on returning to the tape after the race, and Oldfield was introduced to the crowd as "the champion of the world."

The Empire Handicap was the next event, with five starters. Grosso, in the Mercedes, was on scratch, Page in the Decauville had a start of an eighth of a mile, Schmidt in the Packard Gray Wolf had three-sixteenths, L. P. Smith in a 24-horsepower Columbia, had one and one-sixteenth miles, and J. D. Plank in the Cadillac had a start of two and a quarter miles.

The sun had set before this race was started, there having been considerable delay about getting the cars on their marks. At the gun the Decauville went away from its mark in pursuit of the Packard, closely followed by the Columbia and the Mercedes. For the first two miles the Packard held the advantage over the Decauville, but was closely pressed; then the Decauville moved up and led at the end of three miles, with the Mercedes close behind.

Meanwhile the two long-markers were steadily nearing the finish, though losing ground at every wheel's turn. The flying trio, Page, Cunningham and Grosso, continued in their order, though the distances between them was gradually widening. The Columbia was caught and passed in its third mile by the three flyers, but the Cadillac held its advantage and won the race with still a lead of almost half a mile. Time, 4:43 1-5. Page was second, with

Cunningham and Grosso fourth. Grosso's time was 5:27 2-5.

The officials of the meet were:

Referee: A. R. Pardington.

Judges: George Isham Scott, S. A. Miles, A. G. Batchelder, Lawrence Abraham, C. Arthur Benjamin.

Timers: Frank G. Webb, M. J. Budlong, Robert Stoll.

Clerk of Course and Starter: A. J. Picard.

Assistant Clerks of Course: P. J. Fisher and K. C. Darling.

Umpire: Frank Eveland.

Announcer: Peter Prunty.

Following are the summaries:

Five miles, special class for 16-horsepower Locomobiles.—Archie McNeil, Jr., first; De Ver H. Warner, second; W. T. Wallace, third. Time, 7:19 2-5.

Five miles, for cars of any motive power and weighing under 1,200 pounds.—Joseph Tracy (Georges Richard-Brasier), first; F. A. La Roche (Darracq), second. Time, 6:16 3-5. All new

track records for this class. Former record, 6:54 3-5.

Ten miles, for cars of any motive power and weighing under 1,800 pounds.—Henri Page (Decauville), first; Harry Cunningham (Packard) second; F. A. La Roche (Darracq), third. Time, 10:16 2-5. New world's record for this class. Former record, 10:51 3-5.

One mile trial against time by Barney Oldfield (Winton Bullet II)—Record 55 4-5 seconds. First trial, 56 3-5 seconds. Second trial, 56 3-5 seconds.

Ten-mile match race.—Henri Page (Decauville), first; Charles Schmidt (Packard), second. Time, 10:23. New world's record for this class from one to six miles.

Fifteen miles, free-for-all.—Barney Oldfield (Winton Bullet II) first; Henri Page (Decauville), second; Harry Cunningham (Packard), third. Time, 14:3-5. All new world's records from seven to fifteen miles, inclusive. Former record, 16:10 4-5. Page's time, 15:07 1-5, stands as the world's record for cars weighing under 1,800 pounds.

Five miles, Empire Handicap free-for-all.—J. D. Plank (Cadillac), 2 1-4 miles, first; Henri Page (Decauville), 1-8 mile, second; Harry Cunningham (Packard), 3-16 mile, third. Time, 4:43 1-5.

One mile record trials.—Henri Page (Decauville), 1:01; Harry Cunningham (Packard), 1:03; George Fitzgerald (Renault), 1 24 2-5.

stretched on light poles, placed about twenty feet back of the outside fence. The power of suggestion made this temporary expedient effective for a short time, but as interest in the races waxed warm the outer fence was crowded as usual.

Oldfield knew that the limelight was centered on him, and he was not slow to show that he appreciated his position. Indeed, he took chances with fate, or seemed to do so, and won approval. In the fifteen-mile open, Grosso, on O. W. Bright's 60-horsepower Mercedes, withdrew, coming to a stop just below the judges' stand on the outside of the track. Oldfield, swooping down the homestretch, found Grosso's big racer standing just where he wished to take the outside preparatory to making his usual cross to the inside at the turn. The fearless Barney, traveling at a mile-a-minute clip, did not hesitate to shake his fist at Grosso as he flew past. Before he came around again the Frenchman had ducked for cover.

The Cadillac car that won the special handicap race scored a popular victory, which suggested a lively discussion in regard to what ought or ought not to be the proper basis for handicapping. The discussion is still going on.

The Packard Gray Wolf was one of the most interesting cars on the track. It attracted particular attention on account of its racy appearance and quiet running. The aluminum wedge-shaped hood that was damaged at the recent Cleveland races had been removed and a sheet-iron hood substituted. S. D. Waldon, sales manager of the Packard Motor Car Company, was seen on the track whenever the Gray Wolf appeared.

The eight-cylinder Winton Bullet No. 2, which made such a splendid showing under Oldfield's skillful guidance, is the car that Alexander Winton drove in this year's Bennet cup race in Ireland. In previous performances this car has not shown up so well as its smaller brother, the four-cylinder Baby Bullet. On Saturday the Bullet No. 2 ran very smoothly throughout the races.

Handicapping Stock Cars at Races by Formula.

In the handicap race on the Empire City track last Saturday an endeavor was made to calculate the allowances from the cylinder sizes, ratio of gearing, weight of the machine, and other factors from which the presumptive speed of the machine was deduced. So far as known to the Handicapping Committee, no such attempt had ever been made before, so far as track racing was concerned, and for this reason the race was necessarily more or less an experiment. The formula employed was derived from a French horsepower formula for macadam roads—the formula, in fact,

Notes at the Race Track.

The number of spectators at Saturday's races was larger than at any previous automobile meet during the New York season. It was estimated that there were from 6,000 to 7,000 people in the crowd which thronged the grandstand, the clubhouse veranda and the lawn. Nearly a thousand persons arrived in automobiles, and fully 375 cars of all types and sizes were parked in front of the grandstand. This group of automobiles and passengers was most interesting and formed the center of attraction previous to the start of the races. At least half of the occupants of the cars were women, gaily gowned and enthusiastic. During the races they scanned the track with field-glasses, watching the flying automobiles almost more eagerly than the men.

Accidents during automobile races are frequently the fault of thoughtless or careless spectators. A case in point was noted by hundreds of people at Saturday's races. In the first event of the day, a special race for 16-horsepower Locomobile gasoline cars, just at the moment that Archie McNeil, Jr., the winner, turned into the homestretch a horse and light buggy were driven across the track by two men, not more than 700 feet in front of the flying auto. The incident sent Secretary Reeves to recall the horse-driver and shivers down the spinal columns of the spectators.

Joe Tracy, chauffeur for J. I. Blair, was a familiar figure on the track, driving a Richard-Brasier car of rather odd appearance. A tube of large diameter, resembling a smokestack mounted on the radiator, led the uninitiated to believe that the machine was a steam car. This impression gained additional credence as steam was issuing violently from the "smokestack," when Tracy came into the stretch on the last mile in the second event.

At the finish of the third event, won by Henri Page on 40-horsepower Decauville, a great ovation was given the modest Frenchman. To those present, many of whom were already familiar with the fact, it was announced that the events of Saturday would terminate Page's automobile racing for some time to come. He is obliged to return to France at once to serve a three years' term in the army. Page says that he will return to this country again at the expiration of his army service.

On Saturday the Decauville racer made a much better showing than ever before. This improvement was due in a measure to Page's increased experience in track racing, but principally to the fact that new cylinders had been fitted to the 40-horsepower motor a few days previous to the races. It will be remembered that an accident to the circulating pump resulted in cracked cylinders at the Cleveland races of September 4 and 5. Although a temporary repair had been carefully made, it could not be expected that the motor would develop its full power under such conditions. Immediately after the accident new cylinders were ordered by cable from the French works. These arrived in New York on September 30 and were immediately fitted, and the car was ready for the races on October 3.

Between two of the events it was announced that the Long Island Automobile Club, which will hold a race meet at the Brighton Beach track on October 31, has secured many of the fastest cars of the country for the regular events and special exhibition trials.

During the early races of Saturday afternoon the crowd was kept back from the fence by means of a cloth ribbon which was

from which the diagram on the front page of THE AUTOMOBILE for May 9, last, was plotted. In modifying this formula to adapt it to track work, the committee soon found that it did not fit machines which were geared for the road rather than for the track. Consequently, as there seemed to be no way of rejecting entries made in accordance with the requirements previously announced, it was necessary to supplement the calculations with more or less guesswork.

Where the formula could be strictly applied, the results were very encouraging, and indicated the need of only slight changes. These changes the technical member of the committee, Mr. Towle, has under advisement, and the endeavor will be made between now and the date of the Brighton Beach races, at which Mr. Towle will do the handicapping, to improve the formula materially. It is also believed that a way can be found to provide for machines with stock road gears, by requiring that they carry the full body and two or four passengers, instead of being stripped. In this way they can be brought within the formula and will receive handicaps proportioned to their presumptive speed thus loaded.

The ultimate end aimed at is to develop the formula to the point where the efficiency of the competing machines will be the sole test of victory. If this can be accomplished, it is evident that the handicap race will have great technical as well as popular value; but in view of the very numerous factors to be taken into consideration, this will probably be a matter of gradual development and careful testing.

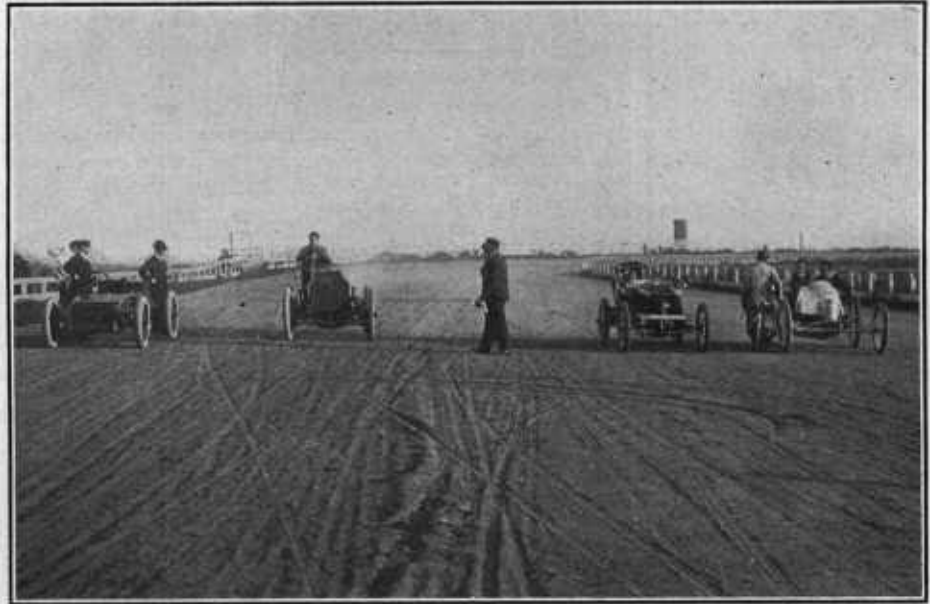
OLDFIELD, DISQUALIFIED FOR LATE ENTRY, LOSES PRIZE.

At the Empire City track races on Saturday, October 3, a protest was filed with the referee against the appearance of Oldfield in event No. 6, a free-for-all fifteen-mile race. The protest was considered by the Racing Board of the American Automobile Association, and sustained in a decision rendered on Monday, October 5.

The protested race was won by Oldfield on the Winton "Bullet No. 2," Henri Page was second on the 40-horsepower Decauville, and Harry Cunningham, Packard "Gray Wolf," was third. As a result of Oldfield's disqualification the first prize, a silver trophy valued at \$100 will be awarded to Page, and the second prize, a \$50 trophy, will go to Cunningham.

The protest was made on the grounds that Oldfield's entry was not made prior to the date on which the entries for the meet were announced to close, which was September 28. The document was signed by J. R. Chisholm, of the Standard Automobile Company; F. A. La Roche, for the F. A. La Roche Company, and S. D. Waldon, representing the Packard Motor Car Company.

It was stated at the track that Oldfield



START OF 10-MILE OPEN AT EMPIRE CITY TRACK.

did not make his entry at an earlier date because the track management refused at first to make certain financial arrangements with him in the way of payment for his appearance, or a percentage of the receipts of the meet. It was stated unofficially that Oldfield demanded 25 per cent. of the gate receipts and a guarantee of \$500.

Oldfield Exonerated from Blame for Detroit Accident.

The coroner's jury in Detroit, on Monday September 28, rendered a verdict that the death of J. Frank Shearer, who was killed at Grosse Pointe track on September 8 by the Winton "Baby Bullet," driven by Barney Oldfield, when the machine crashed through the fence, was accidental. Oldfield thus graphically described his experience in the accident.

"The machine was going at the rate of a mile a minute or near that and it was but sixty feet to the fence. I did my best to turn the machine diagonally with the fence, but it was of no use. When I saw that the car must surely go through the fence, I leaned backward, reasoning that I might save myself by so doing."

FISHER AND KISER RACE AT GRAND RAPIDS IN TWIN MOHAWKS.

Special Correspondence.

GRAND RAPIDS, Oct. 3.—Although the rain which fell in Grand Rapids late last Saturday afternoon prevented the running of two important races on the program of the automobile race meet at Comstock Park, the four events that were run off more than satisfied several thousand spectators. The non-appearance of Barney Oldfield was regretted, but as a sign posted conspicuously at the ticket office announced that he would not be present, those who bought tickets appreciated

that it was not the fault of the management that the record holder was not there.

A heavy wind and a lumpy track prevented fast time. Earl Kiser and Carl Fisher, in their twin Mohawk racers, were the chief attraction and furnished the only good racing on the program.

A two-mile exhibition was given by these two before the regular program was started. Each carried a press representative for ballast and the newspaper men were treated to a few thrills before the two miles were finished. The big racers kicked up a deal of dust, and the spectators shouted lustily and waved hats and programs.

The program proper opened with a five-mile race between the two Mohawks. Kiser was slow in getting started and Fisher won, going the distance in 6:52 flat. His miles were covered in 1:20, 1:18, 1:18, 1:22 and 1:24, respectively.

Next, a ten-mile motor-cycle match race between Paul Stamsen, of Muskegon, and W. S. Daniels, of Grand Rapids, was run off. The invader won by just a mile, going the distance in 19:27.

A five-mile handicap was started next, with W. S. Daniels (Toledo) and J. Soules (Toledo) on scratch; James Bayne (Knox), 30 seconds; J. R. Jackson (Cadillac), one minute, and Al. Richmond (Rambler), also one minute. Richmond took the lead from Jackson at the start and was never headed, finishing the race in 11:16 actual time. In this race Soules, in the Toledo, drove a mile in 1:13.

Fisher and Kiser were sent out for another match at five-miles, and as before, Fisher's car proved to be in the best working order and Fisher won in 6:54. Rain stopped further racing. There were to have been an open race for touring cars, a five-mile motor-cycle match race between Stamsen and Daniels, and a mile against time by Carl Fisher.

tends that having ridden in and won his heat and having been announced as the winner of that heat, he should at least have been allowed to start in the final under protest, thus bringing the issue to the attention of the Racing Board for a decision. Mr. Gallaher holds that this is customary in other lines of sport from which many of the rules of automobile racing have been taken.

Mr. La Roche believes his protest to have been just in every way, contending that the car driven by Mr. Gallaher did not belong to him as is required in the rules. This Mr. Gallaher denies emphatically.

It would naturally be supposed that drivers in travelling around a mile track would have the laps always in their mind and know the time of finishing, but such is not the case. La Roche says that he keeps no track of distance. He asked Starter Picard to stop him, and Picard made an especial effort with La Roche, who ran over his distance several times in spite of the starter's efforts.

The A. A. A. Racing Board has taken a very decided stand on one subject, that of post entries. Upon protest a post entry will be disqualified in any race according to Chairman Pardington.

A red lantern was needed to stop the last race on the card. M. G. Bernin in W. G. Brokaw's Renault ran several miles over the distance in the concluding handicap because it was too dark to see the signals.

Peter Prunty, the announcer, has a voice which fills Madison Square Garden, but the cracking of the motors was too much for Prunty whose hands went up in disgust again and again as he tried to overcome the sound of the motors when making an announcement.



W. K. VANDERBILT JR., and W. G. BROKAW
Under the Grand Stand, Brighton Beach Races.

DENVER MEET WHERE OLDFIELD BROKE SEVERAL RECORDS.

DENVER, COL., Oct. 31.—Barney Oldfield, running his racing machines with all the skill and daring which have placed him in the front rank of chauffeurs, broke three of his own records at Overland Park Thursday, October 29, and the daring chauffeur himself regards his Denver performances as among the most satisfactory in his experience. Had it not been for the late hour of his trial against the mile record, Oldfield is confident that he



OLDFIELD MAKING HIS FAMOUS SHORT TURN—AT DENVER RACE MEET.

could have driven his machine in 52 seconds. As it was, the dusk made it absolutely necessary to use some caution. Despite this fact Oldfield wrought five thousand spectators up to a high pitch of enthusiasm when he covered the mile in 1:56 3-4, his best previous record being 1:55 4-5.

Oldfield, in his famous Gordon-Bennett racer, had no trouble in breaking the five, ten and fifteen-mile records. He covered five miles in 4:45 1-2, the previous record being 4:54. The ten miles were covered in 9:34 1-2, the best previous record being 9:45. The fifteen miles were covered in 14:24 1-2, against the previous record of 14:35. The track was in perfect condition, and at the conclusion of his attempts Oldfield said he thought it would be a long time before he would secure a course equally as good.

An unfortunate feature of the afternoon was the burning of a beautiful racing machine owned and operated by Charles Bilz. The car was made in the shops of the Colorado Automobile Company and had never been used at any previous event. The cause of the accident was a leaky gasoline valve, which Mr. Bilz discovered just before starting in a race.

The first race was for five miles, for gasoline machines costing \$1,000 and under. It was won by E. L. Mathewson in an Oldsmobile; second, Walter Schmidt, Cadillac; third, E. W. Swanborough, Rambler. Time, 10 minutes.

Second race, five miles for tonneau cars, carry full loads. First, B. G. Campbell, Winton; second, A. T. Wilson, Toledo; Time, 9:37 1-2.

Third race, five mile motorcycle handicap. G. S. Maxwell, Max, scratch; second, Earl Staley, National, 2:00; third, W. Cohagan, Cohagan, 1:10. Time, 7:08 1-2.

Fourth race. Five miles by Barney Oldfield in 40-horsepower Baby Bullet to beat his record of 4:58 4-5 made at Cleveland. Time, 5:22.

Fifth race, five-mile open to machines costing \$3,000 or less.—Charles Bilz, White; second, B. G. Campbell, Winton; third, E. L. Mathewson, Oldsmobile. Time, 7:20.

Sixth race, five-mile handicap, the White being given two minutes. It was in this event that Bilz discovered the accident to his machine. Oldfield, in the Bullet, made the five miles in 5:29.

Seventh race, ten-mile handicap, open to all machines.—B. G. Campbell, Winton, 5:30; second, E. L. Mathewson, Oldsmobile, 6:30; third, E. W. Swanborough, Rambler, 8:10; fourth, Barney Oldfield, scratch.

Eighth race, fifteen miles trial for record by Barney Oldfield.

A feature of the day was the exhibition mile given by the \$13,000 machine of Lawrence Phipps, the well-known millionaire philanthropist of Denver. This machine, which was piloted by Mr. Phipps' chauffeur, John Birdener, ran fourth in the Paris-Madrid road race, in which so many contestants lost their lives. Mr.

Birdener is twenty-four years old and has been employed in an automobile factory since he was fourteen. He made the mile in 1:16, despite the fact that the car was not stripped for racing. Mr. Phipps rode the mile with his chauffeur.

On Saturday last Chairman A. R. Pardington, of the Racing Board of the A. A. A., made the statement that Oldfield's Denver records are official. S. M. Butler, secretary of the A. C. A., and a member of the Racing Board of the A. A. A., issued a sanction for the meet in Denver for October 29 by wire in Mr. Pardington's absence. A report has been published in the newspapers to the effect that Chairman Pardington had refused to recognize Oldfield's records due to the neglect of the promoters to secure a sanction.

CARS FOR TOM COOPER FROM GREUTER AND MATHESON.

DETROIT, Oct. 28.—Tom Cooper has made the statement that during the winter he will build two new racing cars, one an eight-cylinder monster for the free-for-all class and the other able to get into the 1,800-pound class. It is said that the old-time bicycle champion aspires to compete in next year's Gordon Bennett race in Germany.

The eight cylinders on the big car, Cooper says, will be divided in batteries of

four, each capable of being worked independently of the other. Should the car come up to expectations, Cooper will start with it for Europe in time for the spring road races. His experience abroad as a cyclist will stand him in good stead, and his acquaintance with foreign racing men and manufacturers, he thinks, will be of much value. Cooper says the plans for the cars are practically finished, and arrangements for their construction have already been made.

It is reported that Cooper has joined forces with the Matheson Car Company of Grand Rapids and that the racers will be built by that concern.

Charles Greuter, formerly of the Holyoke Motor Company, Holyoke, Mass., consolidated his interests recently with the Matheson company, and was in Grand Rapids last week arranging to move the Matheson shop machinery and automobiles to Holyoke, where the company will occupy Mr. Greuter's old plant. Work on the 1904 Matheson touring cars will be resumed as soon as the necessary parts reach Holyoke, and Mr. Greuter expects to have four vehicles ready to exhibit at the New York Automobile Show in January. The motors are practically finished at the present time.

Aspirants for International Cup Honors.

There were rumors last Saturday that Barney Oldfield, Tom Cooper and Earl

Kiser might compose the International Cup team next year. Cooper is building or about to build an eight-cylinder car of immense power and novel design, and has announced his intention of trying to get on the team. Kiser is driving his Mohawk racer, which has been demonstrated to be a fast car. Both Cooper and Kiser raced in Europe as bicyclists and are familiar with European ways. The trio are all old-time bicycle racing men. Cooper was champion of the sprinting cyclists in 1897 and left the cycle track to enter automobiling. He joined Henry Ford and together they built the Ford-Cooper racers, one of which Oldfield drove in his sensational record breaking the first half of this year. Oldfield was once the amateur champion of Ohio and later a professional rider of note. He rode a motor pacing machine for a time, but quit the track to go with Cooper. For years Kiser was called the "Match Race King" in cycling circles owing to his victories in match races against Cooper, Bald and others. The trio are all young and daring drivers, gentlemanly in conduct and possessed of private means.

L. P. Mooers of Cleveland is another aspirant for the team, and is expected on the other side of the water when the next International Cup race takes place. He promised the Europeans that he would return to give them a run in the next race, and that he will do so seems probable.



L. R. ADAMS.
S. M. BUTLER.

H. L. TOWLE.
A VISITOR.

C. J. DIEGAS.

LAWRENCE ABRAHAM.
S. D. SEE.

PETER PRUNTY.

F. G. WENN.
ROBERT STOLL.

ON THE JUDGES' STAND AT BRIGHTON BEACH RACES.

would have been lost to the industry if racing had not made it possible to lead their energies, step by step, to more important and comprehensive work.

In the "racing game" innovations are tried out. In the construction room where plans are made for the "business vehicle," they are generally reasoned out of existence by the conservative engineer who is mortally afraid of doing anything that might be criticised as unmechanical and "wrong." And through this fear which leads to inaction, he is tripped into committing the one unpardonable wrong—to let the world wait.

Why should not the opportunity afforded by the coming Florida beach races be utilized to give the new "scientific" system of handicapping a thorough test on a straightaway course? Empirical handicapping—always provided that the records of all the machines be known—will give a close finish; but if handicap races are ever to show anything as to the relative merits of the contestants a scientific system is the only thing possible, and the only way to develop such a system is to keep using it. Even though the scientific system has been used but twice, the results on its second trial were sufficiently striking. It may be doubted if the most expert committee, confronted with the problem of handicapping a dozen machines, the previous performances of half of which were unknown, could have guessed the speed of each within three or four seconds to the mile; and nearly all the calculated allowances in the Brighton Handicap came closer than this. Any handicapping system must be based primarily on the straightaway speeds of the machines, and allowances made for the particular track. And where will there be a better straightaway course than that in Florida?

The point is made by an Ohio paper that a horse, when near many other horses, as in a city, will not notice an automobile, whereas, if it were alone in the country it might act very differently. This can hardly apply to country horses, which in a city would be frightened by many other things; and most city horses need little training for any new class of objects. The simple fact, however, is that the horse is by nature an unreliable beast, likely at any time to "go crazy" with or without reason. Witness the frequent runaways even in cities.

An enterprising and progressive druggist has fitted up an automobile as a traveling drug store, shelves having been provided to hold bottles of the drugs in most demand. The owner expects to sell principally to druggists. His automobile cost \$2,500 and is stocked with \$1,500 worth of medicines.

NEW CHAIRMEN OF COMMITTEES IN THE A. C. A.

Chairmen of the new committees of the Automobile Club of America for the ensuing year have been appointed by W. E. Scarritt, the newly elected President, as follows: Goods Roads Committee, Albert R. Shattuck; Racing Committee, O. W. Bright; Law, John P. Dill; House, Capt. Homer W. Hedge; Membership, H. R. Winthrope. A new committee on maps has been created and Cortlandt F. Bishop appointed chairman. Reappointments of committee chairmen have been made as follows: Contest, John A. Hill; Technical, Dr. S. S. Wheeler; Foreign Relations, Clarence Gray Dinsmore; Exhibition, Gen. George M. Smith; Library, A. R. Shattuck; City Roads, Jefferson Seligman. Secretary Butler has written for a copy of the proposal of the German Automobile Club that the members of the national clubs be permitted to select professional drivers for their cars in the Gordon-Bennett race.

Autos Numerous at Football Game.

While Robert W. Goelet of Newport and friends were passing through Boston last week in Mr. Goelet's big touring car, on their way from Newport to Cambridge to attend the Harvard-Yale football game, a somewhat peculiar accident occurred. Just as the car wheeled into Commonwealth Avenue from Massachusetts Avenue, a bicyclist named William Anderson of Cambridge was coming up Commonwealth Avenue. The automobile and bicycle collided and the bicyclist was thrown headlong through the window of the touring car. He was badly cut and had to be taken to the hospital. Mr. Goelet continued to Cambridge.

Mr. Goelet's car was only one of hundreds that brought people to Cambridge for the football game. It is doubtful if so many automobiles were ever assembled at one place in New England before. One or two parties came in from New York, and several Yale students drove over the road. Most of the local automobilists also preferred to trust to their speedy vehicles rather than to the electric cars. From the appearance of the streets a stranger might have thought an automobile race meeting was in progress.

Smith Convoles New York Clubs.

A call for a meeting of the directors of the New York State Association of Automobile Clubs, to be held on Saturday, November 28, has been issued by President H. W. Smith, of Syracuse. The purpose of the meeting is to effect permanent organization of the association and the adoption of a policy to secure legislation more favorable to automobilists. W. H. Hotchkiss is mentioned for the presidency, Mr. Smith having stated that he would not be a candidate. The directors, elected one from each State, are as follows: Automobile Club of America, Emerson Brooks;

Long Island Automobile Club, A. R. Partridge; Albany, C. M. Page; Utica, A. J. Baechle; Syracuse, F. H. Elliott; Auburn, S. C. Tallman; Rochester, Harry S. Woodworth; Buffalo, William H. Hotchkiss.

New Hampshire Club Formed.

The New Hampshire Automobile Club has been organized by automobilists of Exeter, N. H., and vicinity, and articles of incorporation have been filed with the Secretary of State. The officers are: President, Reginald C. Stevenson; vice-president, Arthur H. Sawyer; treasurer, William M. Jenkins; secretary, Charles G. Sheldon, all of Exeter. These, with Mr. Powers of Somerville, constitute the executive committee. It is the object of the club to extend its influence and membership all over the State.

OLDFIELD SUGGESTS D-SHAPED TRACK FOR THE COAST.

SAN FRANCISCO, Nov. 18.—Several wealthy men here talked with Barney Oldfield when he was here for the recent races, about the possibility of building an automobile racetrack in the neighborhood of San Francisco. Oldfield suggested a D-shaped track, his idea being to get rid of two of the curves of the oval track. He said that on the straight stretches there is comparatively no risk, but that when the machine strikes a turn at full speed, it glides from thirty to sixty feet. If the slightest part of the mechanism were to break, instantaneous death might result. Oldfield suggested that the grandstand should be on the straight part of the D so that the spectators would see the fastest part of the race. The track there should be eighty feet wide and at the turns it should have a width of 125 feet, which would give ample room for three machines to speed around at the same time. Oldfield says that he could make a mile in fifty seconds on such a track, which would draw drivers and cars from all parts of the world.

World's Mile Record Now 55 Seconds.

Last Friday Barney Oldfield cut his own world's record of a mile in 55 4-5 seconds on an oval track down to 55 seconds flat at Los Angeles, Cal. His new record was made in a speed trial at the race meet held by the Automobile Club of Southern California at Agricultural Park.

The Monmouth Automobile Club, of Asbury Park, N. J., has started an agitation in favor of the construction of a good stone road from Matawan to Red Bank, to form a connecting link thirteen miles long in a system of good roads from New York to Asbury Park. This improved road, together with a new bridge over the Raritan River, from Perth Amboy to South Amboy, will shorten the route to the Jersey shore resorts by 18 or 20 miles.

will also drive this new car. Their son, Charles Frick, who is in Princeton, has had his Clément automobile sent to him there.

Several young college men of Pittsburg own motor cars, but most of the machines are kept in the East. In local circles the event of the week was the organization of the Pittsburg Board of Consuls of the American Motor League. This movement is considered in harmony with the ideas of the Pittsburg Automobile Club, and many motorists are members of both societies. The object of the club in the Iron City is to get better road facilities, better legislation, and the abolition of the toll-gates along the Butler plank road.

The first League meeting was held at the residence of Dr. J. A. Hawkins and the following officers were elected: President, or chief consul, E. E. Keller of the Westinghouse Company; vice-consul, G. Horton Singer, who has just returned from Europe; secretary and treasurer, Dr. J. A. Hawkins; board of governors, C. B. Mathewson, Thomas Reed Hartley, Dr. W. C. Clark, and M. F. Leslie. The yearly fees are \$6.

Even at the first meeting arrangements were made to remove the annoyance of broken bottles on Pittsburg streets. The habit of throwing bottles into the street has been a constant vexation to motorists, and hereafter offenders will be notified and prosecuted.

The new automobile express service which was opened this week between Pittsburg and suburban towns has been a fair success if one may judge from the first few days. A twenty horsepower steam truck with a carrying capacity of eight tons of freight has made six trips a day between Pittsburg and Homestead every day this week. The machine carries three or four times as much as any team of two horses can pull, takes the 16 per cent. grades and then makes 65 per cent. quicker time than the horse-drawn carts.

The automobile express has light wagons to do the collecting, while the express trucks are making fast trips between main stations. By this arrangement a parcel may be delivered within two hours after its purchase in any suburb within a radius of five miles. This is better time than the express companies now make even by availing themselves of the trains. Heretofore country carriers have gone from store to store throughout the city, gathering parcels until too late for delivery until the next morning, when they returned to the suburban stores. The wagons were left standing over night and the goods delivered the next forenoon. The steam trucks may so cheapen delivery in Pittsburg that the express companies may find it to their advantage to adopt a similar manner of transit instead of using the railroads. The experiment is being watched with keen interest, for if the venture is successful lines will be opened up to Sewickley, East Pittsburg and Coraopolis.

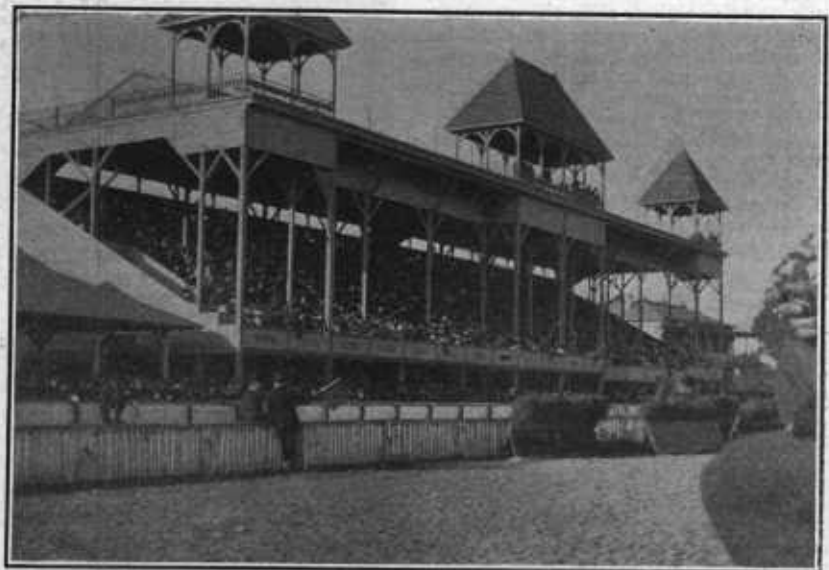
Southern California's Big Race Meet.

LOS ANGELES, Nov. 21.—The two days' race meet at Agricultural Park, given Friday and Saturday by the Automobile Club of Southern California for the benefit of "good roads," was certainly a success from a financial standpoint, even if the finishes were a bit straggling and uninteresting. Although Oldfield, as might be expected, was the particular star of the occasion, the other races were run in good time for their classes, one world's record being broken in the ten-mile race to-day by H. D. Ryus, who drove C. A. Hawkins' White car one mile in 1:06 and the ten miles in 11:20.

In the stand on the opening day sat a crowd that occupied every available seat and many of the aisles. Yesterday's crowd was even greater, stretching out down the track to the turns both ways.

to miss the outer fence, going too close to it for comfort, but he gained time on the turn and every succeeding time he struck it he saved more, and when he flashed past the stand at the end of his second mile and :55 flat was hung up, the crowd could no longer contain itself, and a blare of automobile horns blended with the shouts of excited men and the shrill applause of women as the big machine and its pilot swung back into the stretch under its momentum. Oldfield was hoisted out of his car onto the shoulders of his admirers and paraded across the track much against his will. He was pleased with his work, and smiled and praised the track, saying it was the finest he ever drove a machine over.

Friday's races were good throughout, but owing to the unequal matching of the



THE GRAND STAND AT LOS ANGELES TRACK.

The "good-roads movement" should be a great gainer, if original plans are carried out. So successful was the meet in the matter of attendance on both days, that James W. Brooks, the California horse-race promoter, engaged Barney Oldfield to go against all his records from one to fifteen miles on Sunday and advertised the affair, drawing a larger crowd than on either Friday or Saturday, and estimated at upward of 10,000. It was not, however, patronized by the automobilists.

During the three-days' racing Oldfield lowered his own mile record three times, and created new figures for two miles and five miles. On the first day, in a trial against time, in *Bullet* No. 2, he cut his Empire City track figures of :55 4-5 to :55 1-5 in the first circuit, and, keeping on for a second round, cut this time again to 55 seconds flat. Taking the first turn at full speed, Oldfield slightly overestimated his distance and had to make a quick twist

cars, they partook more of the nature of speed exhibitions than of competition. Oldfield had the rest beaten so far that many spectators lost interest after seeing him, and a succession of mishaps made long, tedious delays a feature of the succeeding events, and the program had to be switched around as it was impossible to run the events in their scheduled order.

The best race of the day and the only one embracing the elements of real competition was the special contest for the Huntington Cup, run last, but it was not an amateur affair, as had been expected. Frank Garbutt, in his White steamer, appeared against the Tincher, Franklin, Toledo and White Ghost, and beat all else but the Ghost, which proved a little too strong in endurance, its bigger boiler maintaining a surprising output of steam. The start was good, but at the turn into the stretch the Toledo cut across Garbutt's "bows" too close and made him slow down

for a second. Ryus (White Ghost) got away in front and the rest never caught him, but Garbutt and Winchester (Franklin) gave a contest that was not without exciting features, Garbutt finally winning. The time was 6:06.

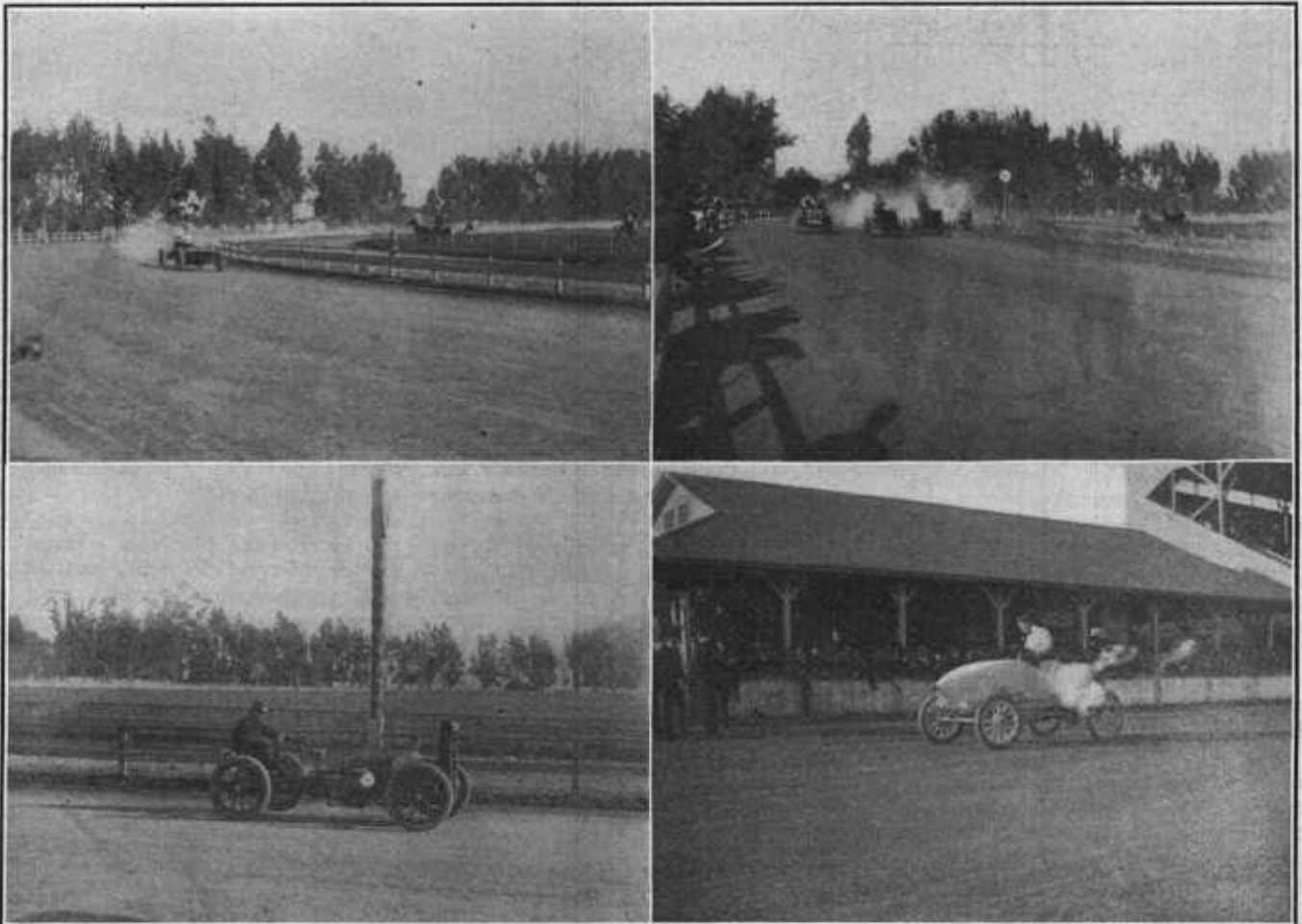
Another interesting event was the seventh race, in which Oldfield in Bullet No. 2, appeared against Bruno Siebert in a Mercedes, T. L. Tincher in a Tincher, W. E. Saunders in a Toledo stripped for racing, and H. D. Ryus in the White Ghost. Oldfield ran around his field easily on the outer side of the track, and went after the Toledo and White, having lain back at the

week, and he took risks in the heavy car that he will not soon forget. The Tincher is a four-cylinder tonneau car designed and built by T. L. Tincher of Chicago and is equipped with compression brakes and whistle.

A five-mile race open to all cars of 20 horsepower or less went to Winchester (Franklin) in a walkover, Garbutt's White steamer blowing out a steam connection and retiring. The time was 7:08 1-4.

W. G. Hansen in a Tourist won the five-mile race for gasoling cars weighing 1,000 to 1,500 pounds with no restrictions as to stripping. He made a runaway from E.

a New York factory machinist, in the Baby Bullet (No. 3). The event was full of interest from start to finish. Barney trailed along close behind Graham for seven miles and then in the eighth mile he turned the big car loose. Graham knows a few things about clipping corners and crowding a car in the stretch, and he held the lead for another mile and a half. Then Barney opened up in earnest and his white shirt shot out in front like a streak (He spurned cap and red coat). The ninth mile was caught at fifty-eight seconds, and Oldfield started out as after a new record in the tenth. He went around the first turn with



Oldfield at 3-4 Post in his Record Mile—54 4-5.
Hansen in his "Tourist" Racer.

Finish of First Mile in Five-Mile Race.
H. D. Ryus in the "White Ghost."

TRACK SCENES AT LOS ANGELES RACE MEET OF THE AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA.

start. He soon ran down the big steamer and the fire engine followed. The ten miles were covered in 10:40 3-5, the time for the fastest mile being 57 seconds.

There were five starters in the race for the Chanslor Cup. George T. Stamm's "Coyote," a two-cycle, four-cylinder freak, refused to start. When the others finally succeeded in getting away W. E. Saunders (Toledo) took the lead and held it to the end. Edward Keller (Tincher) dropped out and Siebert (Mercedes) ran a good second. The time was 5:52 1-4 for the five miles. Keller, who drove the Tincher, had never raced in automobiles before this

Cowan in a 6-horsepower Rambler, and Ross Foster, in a Shepmobile, quit. The time was 8:50 1-5.

W. F. Winchester in his Franklin ran away with the five-mile race for stock cars, distancing Cowan (Rambler), Hansen (Tourist), C. Clark (General) and Ralph Hamlin (Orient Buckboard), and an Australian pursuit race in which he caught Hamlin and Hansen within two miles with ease.

SATURDAY'S RACES.

The best event in the second day's program was the last race, a ten-mile free-for-all in which both the Bullets competed, Oldfield in the No. 2 and William Graham,

only two feet between himself and the fence, and fairly flew down the backstretch. When he struck the head of the stretch, he saw the Toledo and Tourist pounding away down the line, and as the race was already safely won, he jammed on the brake and slowed down to the wire. Even at that, the watches caught the time at 57 flat. Oldfield's time for the ten miles was 10:33.

An Australian pursuit race was run in two heats and a final. In the first heat the Toledo easily distanced the Tourist and caught the White Ghost at the end of six miles. In the second the fire in Frank Garbutt's White did not burn properly and

he was caught in a 1-2 miles by W. F. Winchester in the Franklin. The Toledo and Franklin then fought out the final, and

miles by J. T. Ives, who won by half a mile from C. N. Herrich.

The Automobile Club of Southern Cali-

Nevin, E. T. Stimson, H. C. Turner, Elmer E. Cole, A. L. Cheney; Mechanical Inspector, A. C. Stewart.



IN THE PADDOCK AT THE LOS ANGELES MEET.

the big car overtook its little opponent in six miles, in 8:23.

Interest was aroused to the highest pitch when Oldfield went for the fifteen-mile record in the Baby Bullet. Crouching down as low as possible under the steering wheel and steering with one hand, the daring driver tore off the miles in from 1:01 to 1:04 the total time for the fifteen miles being 15:44 4-5. But Henri Page established a world's record of 15:07 1-5 in the Decauville for the 1,800-pound class.

A world's record for steam cars was broken by H. D. Ryus in the White Ghost in his five-mile race against Oldfield in the Baby Bullet, although the steamer was outclassed and lost the race. Oldfield hung back slightly until the last mile, when he opened the throttle wider and won in 5:44 3-4. Ryus cut the corners close and finished in 5:50.

The Toledo, in a five-mile open, ran first in 5:58 1-5, with the White Ghost second and Garbutt in his White third. Stamm's Coyote was outclassed.

Winchester in the Franklin had a walk-over in his race against the Tourist, General and Orient Buckboard. Time, 6:47.

Frank Hughes in a stripped Oldsmobile won a five-mile open from a Rambler and Ralph Hamlin in a Buckboard.

In the race for runabouts driven by members of the Automobile Club of Southern California, F. W. Flint, Jr., in a Stevens-Duryea ran away from A. W. Eager in a Rambler, who finished second, and George B. Ellis in a St. Louis, who ran last. Ellis came out looking very fierce with a cigar butt between his teeth, a la Oldfield, but in the matter of speed he was a poor imitation.

An amateur race for Winton touring cars was a slow affair won in 10:02 for the five

fornia certainly deserves a great deal of credit for the orderly and businesslike way the meet was conducted. The paddocks were carefully walled in by a high board fence and no one, except on business, was allowed to crowd in or disturb the drivers or machines.

The officials were as follows: Racing Committee, Frank A. Garbutt, H. C. Turner, F. O. Johnson; Referee, Dr. Milbank Johnson; Judges, Homer Laughlin, E. T. Earl, Geo. B. Ellis; Timers, Maj. H. M. Russell, Dr. W. Le Moyne Wills, Dr. Wm. Dodge; Umpires, C. E. Crary, F. O. Johnson; Clerks of Course, A. N. Jung, A. W. Eager, F. L. Forrester, Howard J. Schoder; Weigher, E. W. Davies; Starters, W. G.

GORDON-BENNETT CUP COURSE CHOSEN BY GERMAN CLUB.

The Saalsburg course in Germany was officially decided upon for the Gordon-Bennett international race next year at a meeting of the German Automobile Club held November 28 in Berlin. The decision was made after a careful examination of the course by a special commission accompanied by Henri Fournier and René de Knyff, who went over the roads to report their condition to the Automobile Club of France. The course as selected lies near Hamburg and is from Saalsburg to Limburg, Oberursel and back to Saalsburg, making a circuit 139 kilometers 400 meters in length, or about eighty-five miles. The road lies in a picturesque section of wooded and hilly country. The experts who have examined the course pronounce it well adapted for the contest and much finer than the Irish course used last July, being wide and smooth. There are many steep grades, however, which will require the cars to have good brakes and mechanism for quick changes of speed. Fournier and De Knyff reported that the only serious objection is some sharp turns that will call for great skill on the part of operators. The start and finish will be at the top of a hill in Saalsburg, where a grandstand to accommodate 20,000 spectators will be erected. Elaborate arrangements for the safety of the public and the protection of the contestants will be made, the German club confidently expecting to secure governmental permission to hold the race on this course.

France, England, Belgium, Holland and Italy have already signified their intention to compete with Germany for the cup won this year by Jenatzy. The Automobile



CADILLAC CHASSIS AT SHARP TURN IN EAGLE ROCK HILL-CLIMBING CONTEST.

To a representative of THE AUTOMOBILE Jerome S. Jaeger gave the following statement of the affair:

"I have had lots of experience driving automobiles, and the accident on Sunday I can attribute only to the skidding of the machine on a wet spot, just as I turned away from the curb. When I crossed in front of the car, I saw that I was going for the curb, and I gave the steering wheel a quick twist. The machine responded and was heading away when I felt the car slide, and it turned again toward the curb, and it was beyond my power to change its course. We did not strike hard, and I was surprised to see the other occupants fall from their seats.

"As a trolley car had just passed us I felt free to use the westbound track. A car on that track came rushing out the tunnel, and that is what caused the trouble. However, nothing would have happened if we had not struck the wet spot on the street.

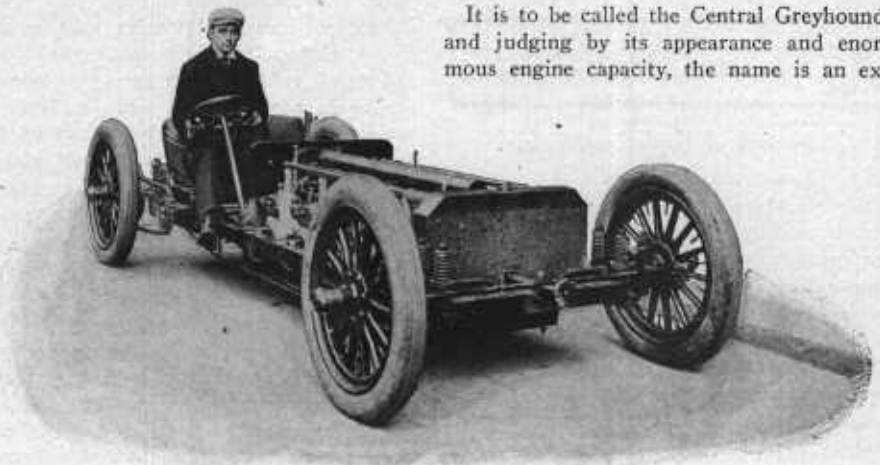
"I am deeply grieved over the affair, because the persons with me were all old friends who had often been with me on automobile trips. I am out of jail now, but I don't believe I shall be held for what was purely an accident."

The Central Greyhound.

A powerful racing machine, the nominal horsepower of which is said to be 100, has just been completed by the Buffum Manufacturing Company, of Abington, Mass., for the Central Automobile Company, of this city.

Two views of the machine are presented

It is to be called the Central Greyhound, and judging by its appearance and enormous engine capacity, the name is an ex-



QUARTERING VIEW OF NEW BUFFUM 100-HORSEPOWER RACING CAR.

herewith. It will be noted that it is somewhat like the Winton Bullet in appearance. It is, however, longer and lower (only clearing the ground by about six inches), and of apparently greater power.

The frame is of channel steel, the suspension being by means of spiral springs. The power equipment is an eight-cylinder opposed horizontal engine, provided with four carbureters. The radiator is cooled by means of two fans. The drive to the rear wheels is by means of two side chains. The ordinary spark and throttle control are used. The wheel base is 120 inches and the overall length is thirteen feet. The machine weighs 2,300 pounds.

This racer is to be entered by the Central Automobile Company in all road or track races in the Eastern States for which it is eligible, and will be driven by Lafayette Markle.

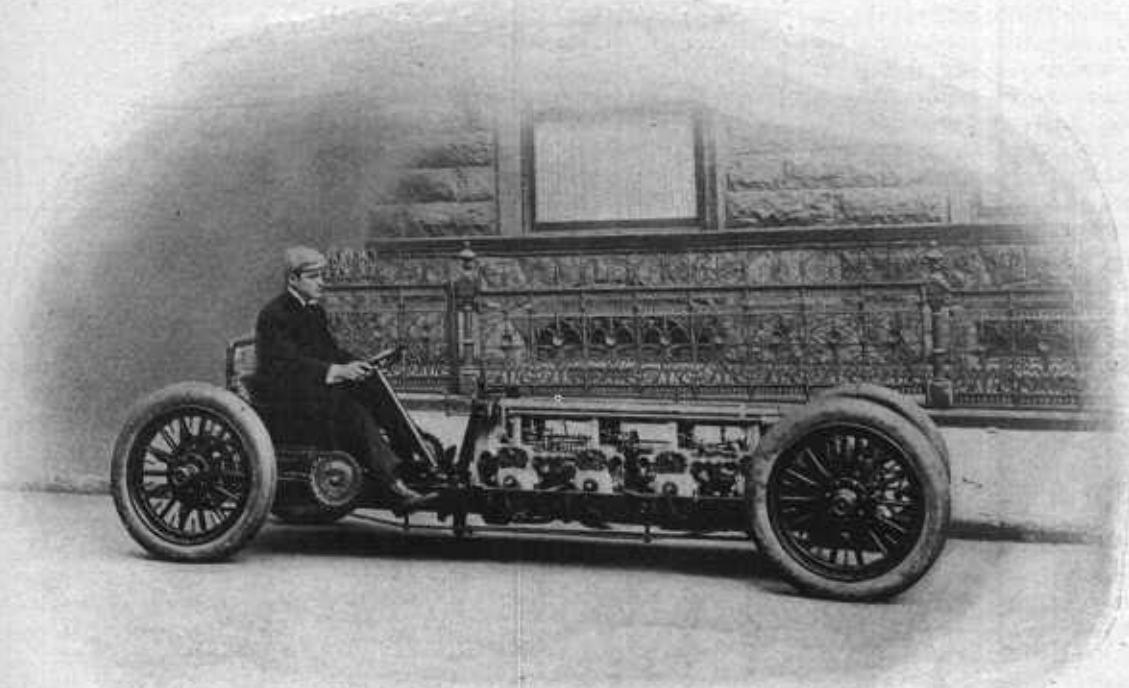
tremely suitable one, as the machine seems likely to be a record-breaker.

WASHINGTON MOTOR 'BUS SERVICE.

Special Correspondence.

WASHINGTON, March 28.—The Auto Transit Co. has been incorporated here to operate a line of sight-seeing automobiles. The capital stock is \$150,000. The officers of the company are as follows: T. C. Noyes, president; W. E. Schneider, vice-president; E. A. Beekman, secretary and general manager. The officers, with F. T. Howe and W. C. Bryan, will form the board of directors.

The company now has one car in operation, but two others will be put in service in April. The car in use is an electric built by the Vehicle Equipment Co. and has a carrying capacity of forty passengers.



SIDE VIEW OF THE NEW OCTUPLE OPPOSED HORIZONTAL CYLINDER RACING CAR BUILT BY BUFFUM.