

for Colonel Pardee, and Mr. Morgan, Sir Thomas and others.

There was a lively scene when the automobiles entered the narrow streets of New York's great amusement resort and the eager boys and girls piled out and were led into that mecca of fun for children, whether young or old. Luncheon was the first thing on the program; and hardly had that been dispatched when a band escorted the stream of children, now on foot, into Bostock's animal show. From that they were led by a band along the Pike, all now solemnly trying to absorb the marvels of the place and probably wondering what was coming next. After the wild animals they were led into

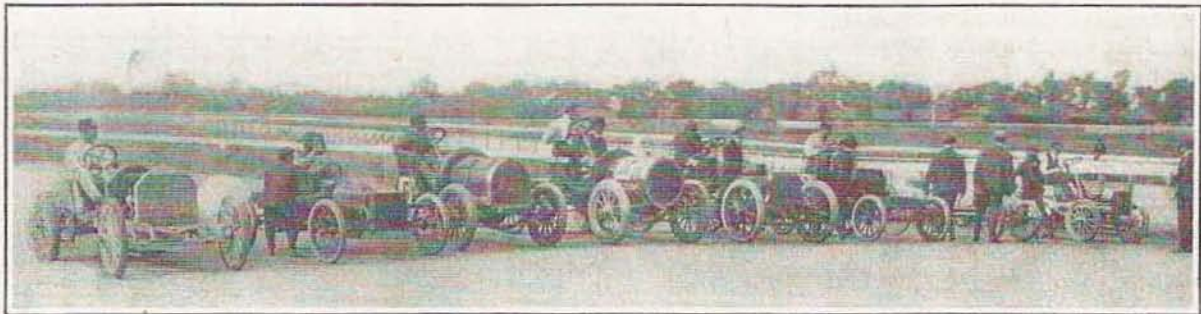
## Opening of National Circuit at Morris Park.

**F**AVORED with an ideal afternoon for outdoor sports, the first meet of the American Automobile Association's national racing circuit was held at the Morris Park track, Westchester, New York, last Saturday, June 10, about 2,500 persons witnessing the moderately attractive list of events.

Special features were not on the card, and save for the performance of Chevrolet with Major C. J. S. Miller's 90-horsepower Fiat, no really fast driving was seen. In the one-mile time trial, he succeeded in lowering the present record for the track—52 4-5 sec-

ing from the viewpoint of the onlookers, was the fact that with the exception of the national circuit race the several events were run in laps instead of for a stated number of miles, the start and finish being made at the grandstand. The circuit of the track measures exactly 1.39 miles.

By far the most interesting event was the Morris Park Handicap, owing to the fact that there were sixteen starters, an unusually large field. This was run in two heats and a final. The first heat proved to be the most exciting of the day, and was won by



Fiat. Reo Bird. Royal. National. Peugeot. Franklin. Cameron. Cadillac.  
**LINE-UP FOR FIRST HEAT OF MORRIS PARK HANDICAP, AT MORRIS PARK TRACK, SATURDAY, JUNE 10.**

the Midget City; next they saw that realistic scene, "Fighting the Flames."

Then the rain began to fall and the day was gone all too soon, but there were no protests when the word was given to clamber into the cars again for the homeward trip. Fortunately, most of the children had been warmly clothed and though the majority of the vehicles were open touring cars, few of them suffered anything more than temporary discomfort. Great care was taken to see that every car got back to town, and, although some were quite late, none was missing.

onds, made by himself with the same car on May 20, last—placing the figures at 52 1-5.

While the dangerous turn opposite the clubhouse had been much improved since the opening meet on May 20, it was still treated with distinguished consideration by all drivers, and each took it cautiously, shutting off power before entering it. The course was heavily coated with dust, which would rise in almost impenetrable yellow clouds, especially at the turns, when the racers, for a few moments, would be practically lost to view.

Adding much to the interest of the meet-

Dan Wurgis with the 32-horsepower *Reo Bird*, in 5:26 1-5. The second heat was taken by Guy Vaughan in the 40-horsepower Decauville in 5:23 4-5. C. G. Wridgway, with his 24-horsepower Peerless, holder of the 1,000-mile track record, with a handicap of 70 seconds, handily won the final in 4:55 3-5; Vaughan, Decauville, with 30 seconds allowance, secured second place, and Chevrolet, with the Fiat starting from scratch, scored in third place, only 2-5 of a second later, furnishing the most exciting finish of the afternoon.

While the handicapping was empirical, having been made on the basis of the past performances of the cars without any regard to the structural features, still it gave better results than most of the handicaps at previous meetings, in which the times allowed were determined by the features of construction of the cars.

In the five-mile free-for-all National Motor Car Championship, Major Miller's Renault, not being in proper running condition, was withdrawn, leaving the *Reo Bird*, Fiat and Decauville to battle for the scoring points. The *Reo Bird* took the lead at the start, but was quickly passed by the Fiat. At the end of the first lap the Italian car led by 1-8 mile, and the Decauville had closed to second place. The Fiat steadily increased its lead, winning by 5-8 mile in 4:48 4-5. Through the derangement of his gasoline feed, Vaughan retired his Decauville on the backstretch after completing the second lap, the *Reo Bird* finishing in second place. The race was really a walkover for the Fiat, this car being distinctly in a class by itself.



**LOAD OF TEN LITTLE ORPHAN GIRLS ON THEIR WAY TO DREAMLAND.**

There were four entries for the New York Cup, but as Major Miller's Renault was still out of order, the field was left to the 16-horsepower Cameron the *Reo Bird* and Decauville. The Cameron had the best of the start, but was passed by Wurgis on the back stretch. Vaughan, however, passed both his competitors at three-quarters, and at the end of the first lap was leading by 100 yards, with Wurgis in second place. The Decauville continued to increase its lead, winning by 3-4 mile in 4:24 1-5, with *Reo Bird* second.

The Dealers' Handicap, two laps, for stock cars, was won by Alfred Comancho in the 12-horsepower Franklin, with H. Raymond, 14-horsepower Knox, second, and Frank Dunnell, 10-horsepower Ford, third.

The special match race at three laps between Harry S. Houpt's 40-horsepower Thomas, and C. A. Duerr's 32-38-horsepower Royal, was won by the former, M. Roberts driving, in 4:44, the Royal's time being 4:53 2-5. Roberts took the lead at the start, and steadily increased it, winning by the safe margin of 200 yards.

The following are the summaries:

Dealers' Handicap, two laps (1 lap equals 1.39 miles), stock cars.—Alfred Comancho, 12-horsepower Franklin, handicap 42 seconds, 1st; H. Raymond, 14-horsepower Knox, 42 seconds, 2nd; Frank Dunnell, 10-horsepower Ford, 60 seconds, 3rd. Time, 4:24.

New York Cup, middleweight class, three laps.—Guy Vaughan, 40-horsepower Decauville, first; time, 4:24 1-5. Dan Wurgis, 32-horsepower *Reo Bird*, 2nd; time, 5:24 4-5; F. F. Cameron, 16-horsepower Cameron, 3rd; time, 5:38.

Trial for Flying Mile.—Louis Chevrolet, 90-horsepower Fiat; time, :52 1-5 (record for track).

Special Match, three laps.—Won by M. Roberts, 40-horsepower Thomas; time, 4:44; William McIlvrid, 32-38-horsepower Royal, second; time, 4:53 2-5.

Five Miles, free-for-all, National Motor Car Championship.—Louis Chevrolet, 90-horsepower Fiat, 1st; time, 4:48 4-5; Dan Wurgis, 32-horsepower *Reo Bird*, 2nd; time, 5:30.

Morris Park Handicap, three laps, free-for-all.—First heat, won by Dan Wurgis, 32-horsepower *Reo Bird*, handicap 40 seconds; time, 5:26 1-5; William McIlvrid, 32-38-horsepower Royal, 1:00, 2nd; time, 5:28 4-5; Chevrolet, 90-horsepower Fiat, scratch, 3rd. Second heat, won by Vaughan, 40-horsepower Decauville, 35 seconds; time, 5:23 4-5; Wridgway, 24-horsepower Peerless, :70, 2nd; time, 5:24 4-5; Roberts, 40-horsepower Thomas, :50, 3rd; time, 5:35 3-5. Final, won by Wridgway, 24-horsepower Peerless, :70; time, 4:55 3-5. power Fiat, scratch, 3rd; time, 5:09.

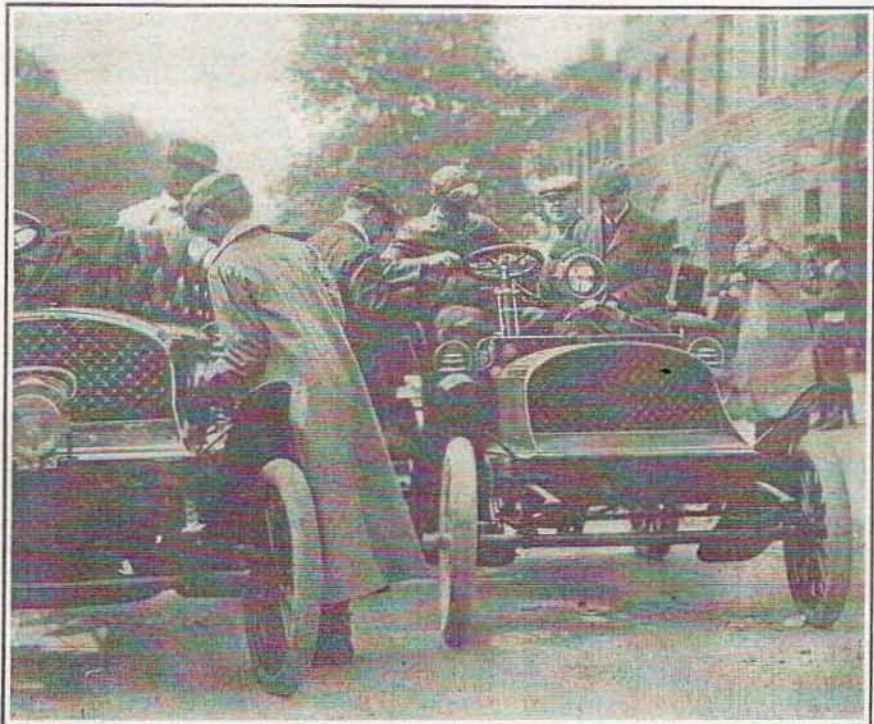
No one ever lost anything through careful driving; the reverse requires no comment—see the daily papers.

The Mildé electric vehicle motor has two armatures rotating in a single elongated field, each armature being independently geared to one of the driving wheels of the car. Thus differential gearing is avoided, and in case of the disablement of one motor the car can be run with the other, driving through one wheel.

## Long Island Economy Test.

Sixteen cars started in the economy test run held by the Long Island Automobile Club on Saturday and Sunday, June 10 and 11, and all made the round trip from Brooklyn to Southampton, L. I., and return under their own power; ten covered the total of 180 miles without trouble of any kind, making perfect runs; the other six finished after the time limit had expired, but only three were seriously delayed. The conditions governing this interesting competition were published in full in the June 8 issue of THE AUTOMOBILE. A silver cup was offered by A. R. Pardington, chairman of the runs and tours committee of the

The sixteen cars started from Brooklyn at 9 o'clock Saturday morning, June 10, and ran to Southampton, 90 miles, stopping on the way for luncheon. Fourteen machines made the outgoing trip on schedule time, and eleven made perfect scores. The majority of the trouble experienced by those who were late was with tires. It is stated that a number of new tacks were extracted from the pneumatics of the contesting machines. The starters were C. A. Carlson, 16-horsepower Winton; A. A. Post, White steamer; J. Russell Parker, White steamer; M. R. Green, White steamer; A. W. Seaman, 12-horsepower Franklin; Dr. C. B. Parker, 12-horsepower Franklin; F. B. Stephenson, 24-horsepower Pope-Toledo;



GETTING READY FOR A START IN THE LONG ISLAND CLUB ECONOMY TEST.

L. I. A. C., for the car making the trip in accordance with the rules at the least expense per passenger, each car carrying passengers to its full capacity. One of the objects of the run was to compare the cost of making the trip by automobile with the expense of going by rail, the fare for the trip between Brooklyn and Southampton, one way, on the Long Island Railroad being \$4.33.

When the contestants returned to Brooklyn on Saturday night a hasty calculation showed that Dr. C. B. Parker had made the best run with a 12-horsepower Franklin carrying four passengers, at a total cost of about 82 cents per passenger—certainly a very low figure. This does not include wear and tear or anything outside of the bare cost of gasoline, lubricating oil and repairs on the trip. The official count may change the foregoing figures, which were only approximately correct.

Raymond Healy, 24-horsepower Pope-Toledo; F. L. Wyckoff, 10-horsepower Cadillac; W. C. Dawson, 8-horsepower Cadillac; C. J. Edwards, 8-horsepower Cadillac; S. H. Burns, 18-horsepower Northern; E. Stutz, 14-horsepower Pope-Toledo; L. M. Palmer, Jr., 30-horsepower Matheson; W. C. Damron, 8-horsepower Cadillac; L. Leferts, Pope-Toledo. A. R. Pardington also made the trip in his 12-horsepower Franklin, but not as a contestant.

Angus Smith, who helps make the Oldsmobile and rides in his own car, knows something of the disagreeable features that sometimes strike an autoist. He is especially strong on punctures. "A puncture is a trifle," he says, "a trifle is a scrap and a scrap is a fight, and a fight is a battle, and a battle is war, and war is h—."—*Aurora (Ill.) Evening Beacon.*