

## GOOD RACING AT READVILLE TRACK.

### Bay State Associations' Postponed Meeting Decides Ownership of Herald and Moxie Trophies and Results in New Track Record.—Light Steamer Goes Through the Fence.

*Special Correspondence.*

BOSTON, Sept. 9.—A new track record, the permanent ownership of the two principal racing trophies of this section decided, and several contests of the closest kind are, in brief, the results of the race meeting of the Bay State Automobile Association, originally scheduled for Labor Day, but on account of bad weather, postponed and held this afternoon on the Readville track.

As is almost always the case in postponed events, the attendance suffered, but the entries were more and better, if anything, than on the earlier date. There was a fair attendance, especially of automobilists, and the sport was excellent. Several events had that quality of uncertainty that makes a horse race interesting, and there were few walkovers due to cars going wrong.

Only one untoward event marred the day's racing. That was the wreck of the Stanley car, driven by Bert Holland, in the second heat of the ten-mile *Herald*

going for the champion in the final heat, but was beaten by a quarter of a mile. Durbin's Stanley was a half-mile behind at the finish.

The victory of Basle in the *Herald* Trophy race gives this cup to H. L. Bowden permanently, as he won the first race a year ago last spring at the Massachusetts Automobile Club races. Basle did not secure the trophy without a struggle, however, for both Durbin and Cedrino gave him a tussle. In the first heat it was nip and tuck, first between Basle and Crowell with a Stanley, and then between Basle and Durbin, also with a Stanley. In the sixth mile Basle and Durbin were on even terms and Basle with Bowden's 90-horsepower Mercedes won by only a quarter mile over the little steamer. The second heat went to Cedrino after Holland was wrecked and Hilliard dropped out at the end of eight miles. In the final Basle drove a pretty race and gained slowly and steadily over Cedrino, winning by three-quarters of a mile in 9.34.

Hilliard and the Italian came together in a ten-mile pursuit race. The Napier led for four miles, but went wrong and dropped out at the end of six miles. Cedrino's time for five miles was 4:55 3-5.

The Moxie cup for two-cylinder cars, is now the property of the Electric Vehicle Company. With a two-cylinder Columbia on Memorial Day, H. P. Maxim won the first race for the cup. With the same car

The ten-mile event for American stock cars was a close race and demonstrated the staying power of the steamer, for Frank Durbin, with a 20-horsepower Stanley, won in 12:11 over George G. Reed, with the 40-horsepower Stearns, and Harry Wolover, driving a 35-horsepower Columbia.

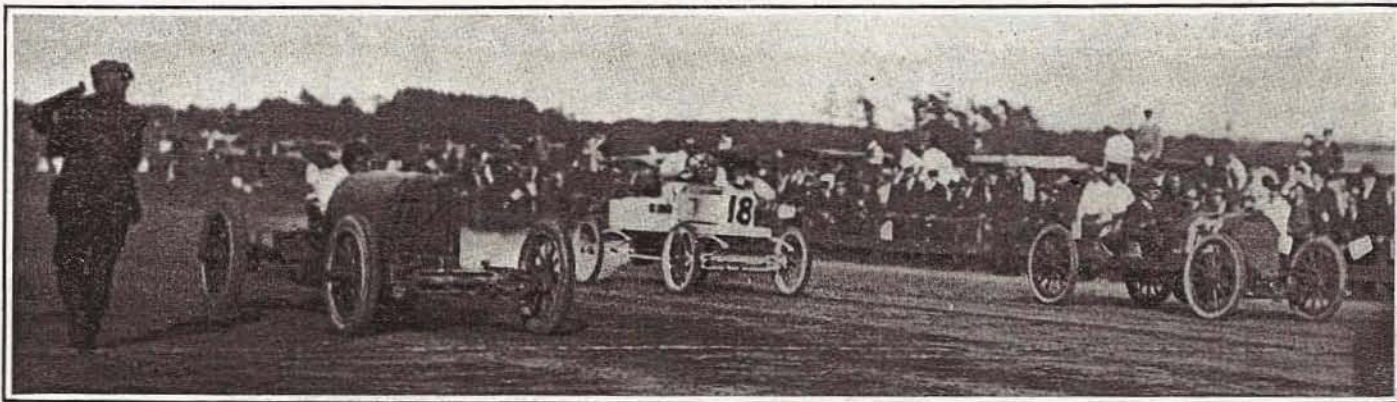
Reed won the five-mile race for four-cylinder cars not over 40 horsepower, defeating the Columbia and the Franklin.

Oldfield drove two exhibitions, one of three miles with the stripped touring car and one of five miles with the *Green Dragon*. The latter was driven when it was almost dark.

## STRAIGHTAWAY RACING CIRCUIT.

*Special Correspondence.*

PHILADELPHIA, Sept. 11.—Leading automobilists, of this city, in conjunction with the clubs at Atlantic City and Cape May, are quietly taking the necessary preliminary steps toward the formation of a beach-racing circuit, to include the two places named, with possibly Avalon and other places where short-distance straightaway races may be held. The idea is to have races at Atlantic City and Cape May twice a month next season, during June, July and August, and at the other places less frequently. To provide the necessary funds, it is proposed to build capacious stands, the



Barney Oldfield in *Green Dragon*.

Frank Durbin in *Stanley Steamer*.

Emmanuel Cedrino in *Fiat Junior*.

START OF FINAL OF FIVE-MILE NATIONAL CHAMPIONSHIP RACE AT READVILLE TRACK, BOSTON, SATURDAY, SEPTEMBER 9.

trophy race. Holland had as opponents, Cedrino, with the Fiat, and Hilliard with the Napier. In the second mile at about the five-eighths post Cedrino was in the lead and Hilliard was second. Suddenly the steam car that Holland was driving was seen to wobble, then slow up and crash through the fence. Holland jumped or was thrown free and was uninjured, but the car was wrecked. The cause was a collision between the front wheel of the Stanley and the rear tire of the Napier. As the crowd rushed upon and across the track Cedrino and Hilliard were stopped but afterwards finished the heat.

A new record for two-cylinder cars was made by J. W. Ward with a stripped Buick. He went against his record of 6:28 2-5 for five miles, and on the oiled surface succeeded in cutting down the mark for the distance to 6:19 3-5. The new track record was for one mile and was made by Barney Oldfield in the second mile of the first heat of the national championship race. The *Green Dragon* circled the track in 55 4-5 seconds and made the five miles in 4:55 1-5. In the final heat of the championship, Oldfield won and reduced the time to 4:52. This victory puts him in the lead on the national grand circuit. Cedrino made the

to-day Eddie Bald captured the second race and took the cup. The event was run in two preliminary heats and a final. In the first heat were the Columbia, H. J. Stevens' Buick and Leon G. Morrill's Winton. Bald won without difficulty in 7:14, with Morrill second. In the second heat were F. E. Wing's Queen, C. L. Hoyt's Rambler and W. H. Lodge's Yale. The Queen had a good lead for a time, but had trouble and stopped, allowing the Yale to win in 9:12. In the final Bald won by half a mile over Morrill, nearly a mile over the Yale and more than a lap over the Rambler in 7:10 3-5.

One of the most interesting events was the ten-mile for cars of 24 horsepower or less. There were five starters. A. R. Bangs with a stripped Franklin, H. Ernest Rogers with his Peerless, C. B. Grout with the new Grout gasoline tourist, H. M. Snow with an Acme and Fred E. Hoyt with a Clement. Hoyt dropped out in the second mile and though Snow stayed in to the finish he was not a factor in the contest. With the other three, however, it was horse and horse, the lead changing in almost every lap. Bangs had the advantage on the turns and Rogers and Grout on the stretches. Rogers won in 17:05 4-5 by a quarter of a mile over Grout. Bangs was third.

admission fees to which will, in the aggregate, enable the promoters to hang up liberal prizes in addition to paying other expenses.

With track racing practically dead, it is argued that the beaches afford the only safe outlet for manufacturers and owners to demonstrate the speed of their cars.

## SYRACUSE RACES SEPTEMBER 16.

The second annual automobile race meet, under the auspices of the Automobile Club of Syracuse, will be held Saturday, September 16, in connection with the New York State Fair, of which it is scheduled to be one of the chief features. There are to be eight events, principal among which will be the five-mile open free-for-all. All the races will be run under the rules of the American Automobile Association, and handsome prizes will be awarded to the winning cars. On Friday evening, September 15, an automobile parade is to be held, and it is expected that a large number of cars will participate.

Automobile street-sweeping machines are to be added to New Orleans' municipal outfit for the fight against yellow fever.