

Hartford Club's Meet at Charter Oak Track.

Special Correspondence.

HARTFORD, June 17.—The two days' meeting that ended here to-day was a good example of what a local automobile club can do in the way of stimulating interest among its members and in promoting intercourse with outsiders. The meet was promoted by the Automobile Club of Hartford, and, although it was the first meet held on the Charter Oak track by the club, it proved very successful. While the racing events were, of course, the main features, the hospitality of the club was most enjoyable. One of the entertainment features was a banquet to the visitors, given Friday night, by the A. C. of Hartford in the Hartford Club building, followed by a smoker at the Allyn House for the officials, contestants, owners who had entered cars for the races, and other prominent automobile men, including representatives of the press. It was an informal affair and good fellowship reigned. Remarks were made by Colonel George Pope, A. L. Riker, Robert Lee Morrell, A. G. Batchelder and others. Luncheon was furnished the autoists in the clubhouse at the park during the racing. Most of the track officials were among the visitors. The list is as follows: Honorary Referee, Robert Lee Morrell, chairman A. A. A. Racing Board; Referee, Frank G. Webb, Long Island A. C.; Judge, A. G. Batchelder, secretary A. A. Racing Board; Timers, F. E. Moscovics, George Clark, James Holland, of New York; Umpires, L. J. Powers, A. C. of Springfield, and A. L. Hopkins, A. C. of Hartford; Starter, F. J. Wagner; Clerk of the Course, Harry C. Gillette, New Haven; Assistant Clerks of the Course, Edward Fahy, Hartford, and Herbert Seymour, Hartford; Scorer, L. R. Smith, Secretary New York Motor Club; Announcer, Peter Prunty, New York.

The committee representing the Hartford Automobile Club in connection with the meet was composed of J. Howard Morse, L. C. Grover, F. C. Billings, Leonard D. Fisk, W. T. Plimpton, and C. H. Gillette, manager, who was largely responsible for the success of the meet.

The track is a mile oval, with a fair surface and attractively located, the surrounding wooded hills and valleys giving the eyes a wide and restful sweep. The weather was bright and comfortable, and the occasion was really a social affair for automobilists and their friends residing here.

Interest in the racing centered largely, of course, in the meeting of Barney Oldfield, with his *Green Dragon*, and Louis Chevrolet, with Major Miller's Fiat, although there was great enthusiasm for local favor, ites, the Columbia drivers especially. With so many big racing cars undergoing repairs and alterations in the shops, there was a strong predominance of New England cars in the events. On the first day Chevrolet

distanced Oldfield in the trial heat of the mile race. In the final heat Oldfield started out to get the drop on his rival and took the lead at the first turn. Barney was of the opinion that if he could get well in front at the turn and scatter a little dust behind him that the race would be his; but he was mistaken. Chevrolet showed a burst of speed on the back stretch and overtook the *Green Dragon* at the half-mile post. It was a pretty race around to the three-quarters, but Chevrolet steadily forged ahead and Oldfield couldn't catch him. The men were to meet in the championship race on the second day. A match pursuit race of five miles for \$250 a side was fixed up, and when the flag was dropped Oldfield was off like a flash from in front of the judges' stand, but the Fiat didn't move, for a shaft was broken close to the gear box. The Italian had to pack up and go back to New York, and the crowd was disappointed. Referee Frank G. Webb declared it was no race because Chevrolet did not start, and the case was referred to the racing board.

The best race of the meet was the closing event of the first day, the five miles for stock cars selling at more than \$3,000. It was nip and tuck all the way between Charles Soules in a 30-horsepower Pope-Toledo and E. C. Bald in a 35-40-horsepower Columbia. Bald showed in front for the first two miles, Soules was in the lead at the completion of the third mile, and Bald was about a foot in the lead at the fourth. Then Soules regained the lead on the back-stretch and Bald made a hot race to the tape, but couldn't catch up.

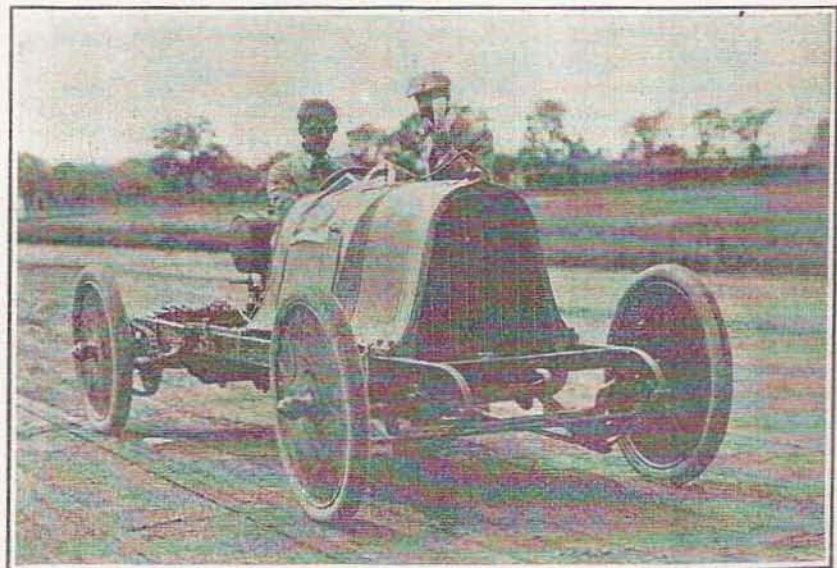
L. H. Elmer, the local Rambler manager, protested the Knox 16-horsepower car that won the race for stock cars listed at \$1,000 to \$2,000. He claimed that the Knox car



SOULES' OVERTURNED POPE-TOLEDO

was fixed for racing and did not come within the specifications of the catalogued car. The Knox people claimed that it did, and said that one car just like the one that won the race had been sold and others could be had at any time. Messrs. Morrell, Webb, Riker and President J. Howard Morse, of the local club, heard the evidence submitted. Mr. Webb said he would ask the Knox Company for an affidavit, and if one was submitted the protest probably would be disallowed.

George Soules had a hairbreadth escape while driving a Pope-Toledo in a special three-mile race with his brother Charles. The wheel caught in a rut in the track and the car turned two somersaults. The car was wrecked, but the driver escaped with a slight shaking up.



CHARLES SOULES IN THE 45-HORSEPOWER POPE-TOLEDO RACER AT HARTFORD.

Following are the summaries for the two days' events:

FRIDAY.

Corinthian mile, cars of all classes, driven by amateurs.—W. C. Russell, 10-horsepower Stanley, 1st; E. Hill, Jr., 35-40-horsepower Columbia, 2d. Time, 1:41.

Club Handicap, three miles, open only to A. C. of Hartford members; First heat—W. C. Russell, 10-horsepower Stanley, won in a walkover. Second heat—W. C. Walker, 30-horsepower Pope-Toledo, won in a walkover. Third heat—W. L. Ledger, 16-horsepower Franklin, 1st; H. P. Maxim, 16-18-horsepower Columbia, 2d; C. E. Walker, 16-horsepower Pope-Hartford, 3d. Time, 4:50. Fourth heat—E. C. Bald, 35-40-horsepower Columbia, 1st. Time 4:23.

Final heat—George Soules, 30-horsepower Pope-Toledo, 7 sec. handicap, 1st; E. C. Bald, 35-40-horsepower Columbia, scratch, 2d; C. S. Henshaw, 40-horsepower Thomas, scratch, 3d. Time, 3:35 1-5.

Free-for-all, one mile.—First heat—Louis Chevrolet, 90-horsepower Fiat, 1st. Time, 1:03 2-5. Barney Oldfield, 60-horsepower Peerless, 2d. Time, 1:05. Second heat—Charles Soules, 45-horsepower Pope-Toledo, 1st. Time, 1:08. Montague Roberts, 60-horsepower Thomas, 2d. Time, 1:15 2-5.

Final heat—Louis Chevrolet, 90-horsepower Fiat, 1st. Time, 1:03. Oldfield, 60-horsepower Peerless, 2d. Time, 1:04 3-5.

Five-mile motorcycle race.—Jacob Derosiers, 1 3-4 horsepower Indian, 1st; Alexander Smith, 1 3-4 horsepower Indian, 2d. Time, 6:46.

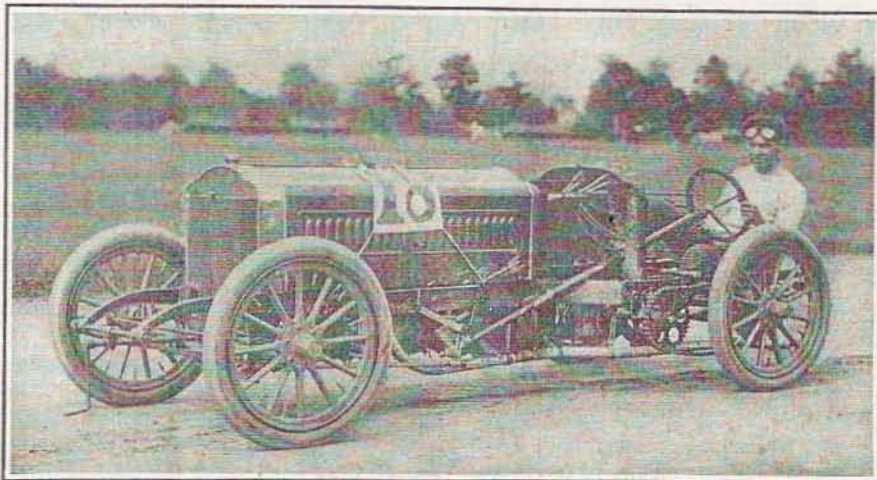
Three miles for touring cars, drivers to line up with engines dead, start engines, run a mile, discharge passengers, run another mile and take on passengers, and finish race.

—Charles Soules, 30-horsepower Pope-Toledo, 1st. Time, 4:55. E. C. Bald, finished first in a 35-40 horsepower Columbia, but was disqualified for not stopping at the end of the first mile.

Five miles for cars weighing 881 to 1,432 pounds.—A. Mann, 16-horsepower Knox, 1st; W. C. Russell, 10-horsepower Stanley, 2d. Time, 6:59 2-5.

Five-mile time trial by Oldfield.—Time, 5:03 3-5.

Five miles for stock cars listed at more



HARRY HOUP'T'S SIX CYLINDER 60-HORSEPOWER THOMAS CAR AT HARTFORD TRACK.

than \$3,000.—Charles Soules, 30-horsepower Pope-Toledo, 1st; E. C. Bald, 35-40-horsepower Columbia, 2d; George Soules, 30-horsepower Pope-Toledo, 3d. Time, 6:14.

SATURDAY.

One mile for runabouts, regular stock cars listed at \$1,000 or less.—L. H. Elmer, 16-horsepower Rambler, 1st; R. M. Alexander, 10-horsepower Pope-Hartford, 2d; F. E. Bowers, 7-horsepower Rambler, 3d. Time, 1:48.

Oldfield-Chevrolet five-mile match pursuit race for \$250 a side.—Declared no race because Chevrolet could not get his car started.

Five miles for cars weighing 1,432 to 2,204 pounds.—Oldfield, 60-horsepower Peerless, 1st. Time, 5:26 1-5. A. M. Roberts, 60-horsepower Thomas Flyer, did not finish.

A. A. A. Championship, five miles.—Barney Oldfield, 60-horsepower Peerless, 1st, in a walkover. Time by miles, 1:02, 2:01 2-5, 3:01 3-5, 4:01 2-5, 5:01 2-5. This is five-mile record for the track. The second mile was made in 59 2-5 seconds, one mile record for the track.

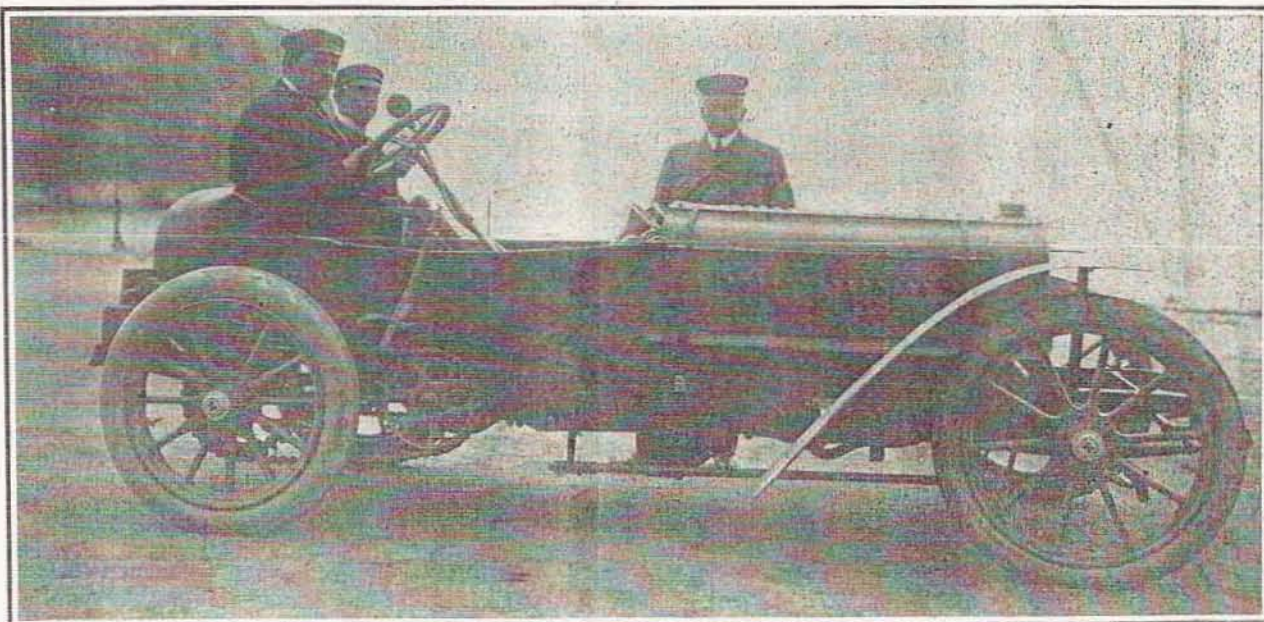
One mile for stock cars listing at \$1,001 to \$2,000.—H. Raymond, 16-horsepower Knox, 1st, 1:24 3-5; A. E. Dennison, 16-horsepower Knox, 2d; H. P. Maxim, 16-18 horsepower Columbia, 3d. Time, 1:24 3-5.

Five-mile free-for-all, cars with track record of better than one mile in 60 seconds barred.—E. C. Bald, 35-40-horsepower Columbia, 1st, in a walkover.

One mile for stock cars listed at \$2,001 to \$3,000.—Peter Thompson, 40-horsepower Thomas Flyer, 1st; C. S. Henshaw, 40-horsepower Thomas Flyer, 2d. Time, 1:44 1-5.

Charter Oak Handicap, five miles, first heat.—H. Raymond, 16-horsepower Knox, 45 seconds handicap, 1st; E. C. Bald, 35-40-horsepower Columbia, scratch, 2d; A. E. Dennison, 16-horsepower Knox, 55 seconds, 3d. Time, 7:50 3-5. Second heat—C. S. Henshaw, 40-horsepower Thomas, scratch, 1st; James Daley, 16-horsepower Franklin, 50 seconds, 2d. Time, 7:59.

Final heat—H. Raymond, 16-horsepower Knox, 35 seconds, 1st; C. S. Henshaw, 40-horsepower Thomas, scratch, 2d. Time, 7:35.



THEY, WHO SECURED FIRST PLACE IN THE FRENCH ELIMINATION TRIALS FOR THE GORDON BENNETT RACE AT THE WHEEL OF THE WINNING CAR — M. BRASIER, DESIGNER OF THE CAR, STANDING BEHIND IT.—For details see next page.