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THE AUTOMOBILE

VOL. XII.

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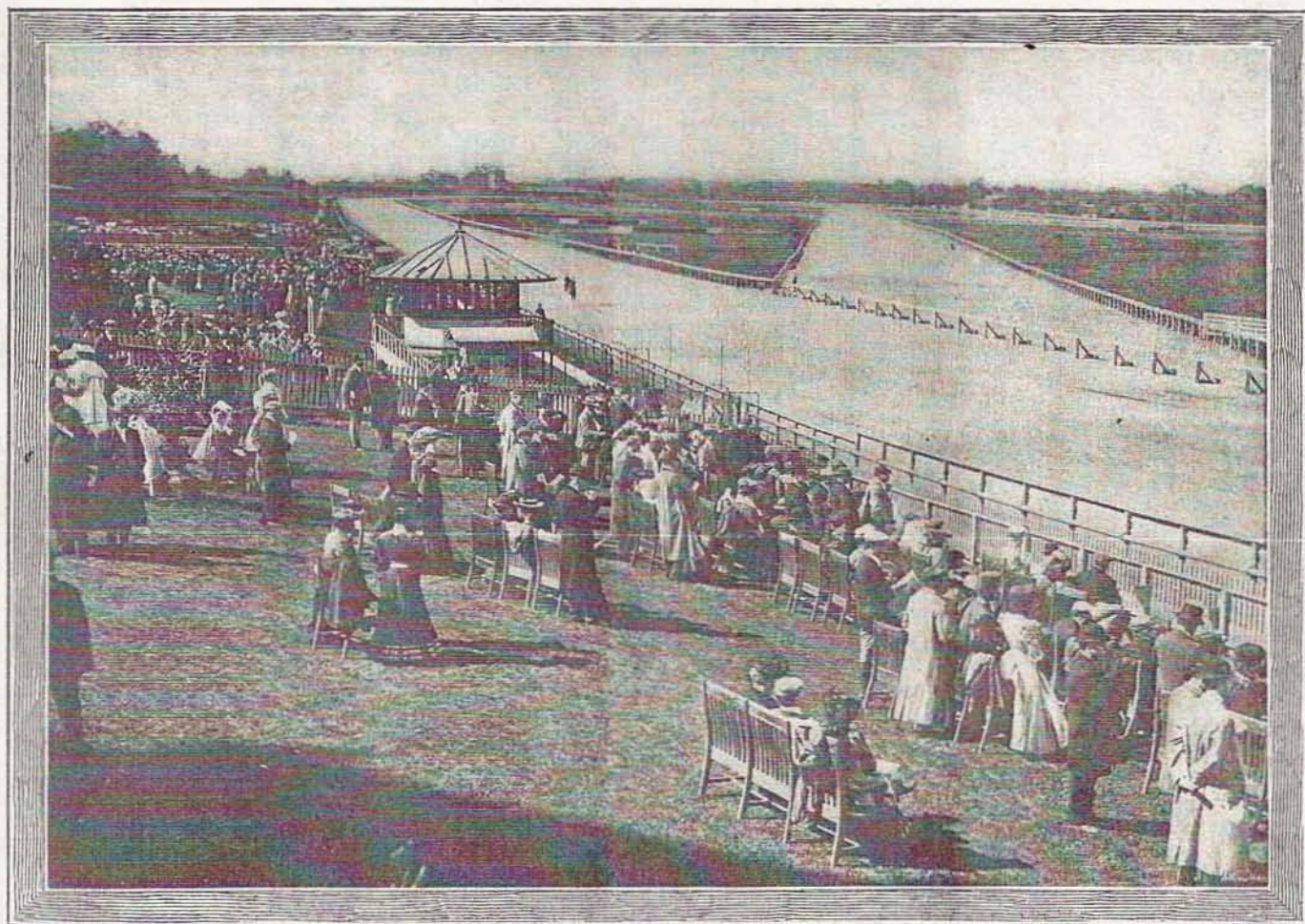
NO. 21

FIRST MORRIS PARK TRACK RACES.

RACING at "the only track in the world devoted exclusively to automobile racing," as the management announces, was inaugurated last Saturday at the Morris Park track at Westchester, the Bronx, New York City. There was a fair attendance of spectators, variously estimated at

from 5,000 to 7,000, who made their way in many touring cars and by rail. They were not deterred from going by a cold northwest wind, for the sky was clear and the meet promised to be an interesting one. Unfortunately, the promise was not entirely fulfilled, for a number of reasons, although

the times in the various events were fast; they would have been much better if the contestants had not had to drive into a dead ahead wind on the back stretch and at the same time mount a very perceptible grade there. Although the track had been especially prepared by increasing the banking

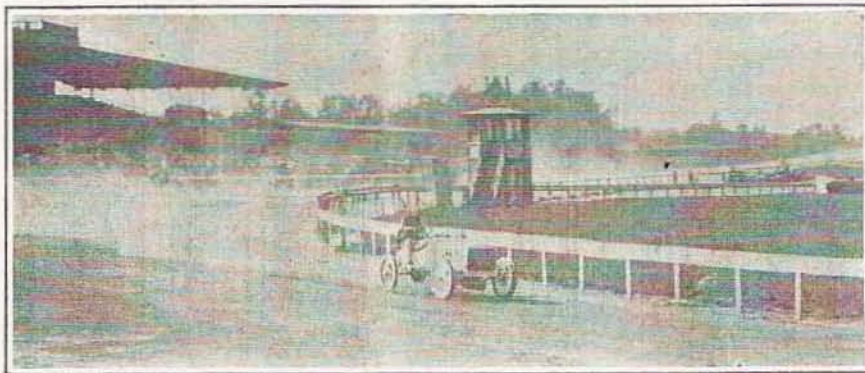


MORRIS PARK TRACK AT OPENING MEET ON MAY 20—VIEW FROM CLUBHOUSE SHOWING HOME STRETCH AND STRAIGHTAWAY.

of the turns and rolling and sprinkling the surface, the first turn below the grandstand was so close to the judge's stand and was such a short turn that none of the drivers of the fastest cars dared to take it at full speed.

Another unfortunate feature that robbed the events of their usual interest for the spectators was that the track measures 1.5-16 miles in circumference, and, as the events were at one, two, three and five-mile distances, most of them were started in the back stretch instead of in front of the stand as usual. Notwithstanding the oiling of the first turn and the sprinkling and rolling of the rest of the course, the machines tore up much dust, and even the wind raised clouds of yellow dust on the back stretch and drifted them into the faces of the drivers.

In favor of the course it may be said that the accommodations are ample for an immense attendance, the surroundings attractive, the track wide and the stretches so long that tremendous speed can be made



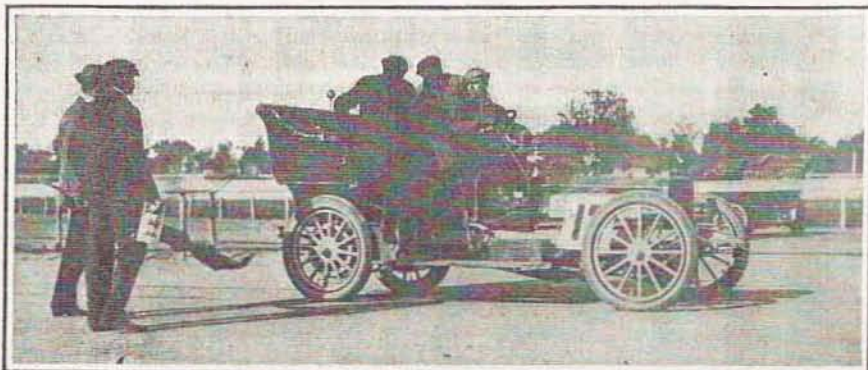
GUY VAUGHN LEADING IN THE DECAUVILLE AT THE TURN OPPOSITE CLUBHOUSE.

seconds or at the rate of nearly 68 miles an hour. Basle finished the four laps (5 1-4 miles), half a mile in the lead, in 5:34 3-5. Oldfield's time was 6:06 4-5.

In the second heat Oldfield did much better, holding his own through the first and second laps, but losing two rods in the third

Fast times were made in the mile trials against time, which opened the afternoon's program, started at 2.20 P. M. Of the five cars that made trials, the best time was made by the 90-horsepower Fiat, driven by Louis Chevrolet, the mile being covered in 52 4-5 seconds. This is better by 1-5 second than the world's track record of 53 seconds made by Barney Oldfield at Los Angeles last December, and was announced as breaking the world's record. Another new record was announced when Webb Jay, in the White 15-20-horsepower racer, covered the mile in 53 seconds, getting well within the record of 57 4-5 seconds made by Louis Ross at Providence last September. The new times were made, however, around only four-fifths of the track, the shortest and slowest turn being eliminated and a full quarter of the mile being slightly down grade in the home stretch, with a strong wind behind.

The Morris Park Handicap brought out a Peugeot car, a make rarely seen on the track. The car ran regularly and well, but did not show at its best until the running of the Inaugural Handicap toward the close of the afternoon. In the final of the former there was an interesting brush between the White steamer and the 40-horsepower Deauville. The steamer started scratch,

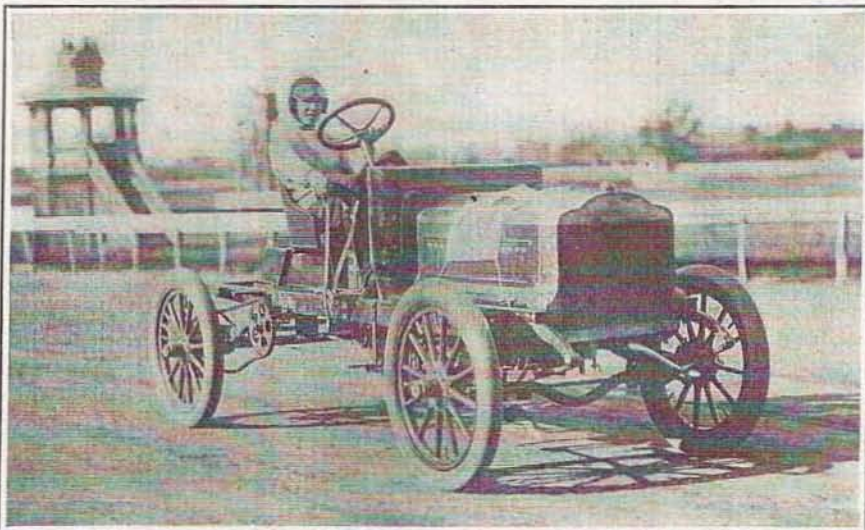


PEUGEOT TOURING CAR WHICH MADE A REMARKABLE DEMONSTRATION OF SMOOTH FAST RUNNING—LOADING PASSENGERS IN INAUGURAL CUP RACE.

on them; also, when the construction of the structure for the underground rapid transit road is finished in a few weeks, the Morris Park track will be the most easily reached course in the metropolitan district by way of the east side subway and also by the east side elevated roads, connecting with the New York, New Haven & Hartford railroad at 131st street, New York City.

The most interesting events of the day were the Morris Park Handicap at five miles, the Oldfield-Basle match race in heats, and the three-mile free-for-all. In the match race Oldfield drove the Peerless 50-h.p. *Green Dragon* and Charles Basle drove H. L. Bowden's 90-h.p. *Flying Dutchman*. As the two cars were not evenly matched in power the German car had all the best of it against the wind and grade in the back stretch and won in both heats, which were run at a distance of four laps of the track, so that the final heat was not needed. The contestants were started on opposite sides of the track, Oldfield at the judges' stand and Basle at the mile mark in the first heat, and in reverse positions in the second heat. Though Oldfield got the best start in the first heat, Basle steadily gained on him, doing the first mile in 53 1-5

and finishing one-sixteenth of a mile to the bad in the fourth lap. His time for the fourth mile was 58 seconds, against Basle's 56 1-5 seconds. The respective times for the four laps were, Basle, 5:58 4-5, and Oldfield, 6:02 2-5.



ROBERTS AT THE WHEEL OF THE THOMAS 40-HORSEPOWER STRIPPED TOURING CAR.

seven seconds after the Decauville and was close behind when they struck the sharp turn below the clubhouse, and on the outside. The Decauville skidded badly and raised a heavy wake of oiled dust; Vaughn had to shut down the engine momentarily until he could straighten up the car. This added to the advantage of the White, which has a tremendously long wheelbase and a low center of gravity, and can take the turn better. The Decauville was overhauled after covering one lap and a quarter mile. As Jay passed the judges' stand the second time he passed the limit car, a 9-horsepower Cadillac, driven by

Fiat; Basle with the 90-h.p. Mercedes *Flying Dutchman*, and Jay with the White steamer. They got away beautifully together from the three-mile starting point in the home stretch and made a dash for the dangerous first turn. Jay got there first, Basle second and Chevrolet was last, on the outside. In the back stretch the Mercedes began slowing down and dropped out on the upper turn, allowing the Italian machine to pass. The steamer held the lead through the entire lap and took the bad turn well out from the pole. When the Fiat struck the turn she skidded so badly it looked as if she must turn over, but Chevrolet prevented this catastrophe by easing up the steering wheel, which caused the car to barely shave the outer fence where the *Flying Dutchman* ran off the track in practise the day before.

Instead of causing the driver to lose his nerve, however, this only seemed to raise his determination to win, and putting on all power in the back stretch he overhauled and passed the steamer opposite the grandstand, where his great power gave him the advantage on the upgrade against the wind. Chevrolet won by a quarter mile in 2:51 4-5 for the three miles. Jay's time was 3:04 2-5.

Following are the summaries of the afternoon's events:

SUMMARIES.

One-mile time trial—Louis Chevrolet (Fiat, 90-h.p.), time, 52 4-5 seconds, inside of world's track record by 1-5 second; Webb Jay (White 15-20-h.p. steam racer), time, 53 seconds, announced as world's record for steam cars; Charles Basle (H. L. Bowden's 90-h.p. Mercedes), 54 4-5; Walter Christie (Christie 60-h.p. racer), :56 3-5; Barney Oldfield (Peerless 50-h.p. *Green Dragon*), 1:00 3-5.

Corinthian mile, flying start race, for amateur owners only—Richard Stevens (60-h.p. Mercedes), time, 1:09; George I. Scott (60-h.p. Mercedes), 2nd; time, 1:21 2-5.

Two-mile flying start race for middle-weight cars—Guy Vaughn (40-h.p. Decau-



George Arents, Who Was Badly Smashed Up in the Vanderbilt Race, An Interested Spectator.

ville racer), 1st; time, 2:31 3-5. Major C. J. S. Miller (30-h.p. Renault) did not finish.

Morris Park Handicap, five miles, all classes, first heat—A. F. Comacho (12-h.p. Franklin), handicap 2:35, 1st; A. S. Winslow (9-h.p. Cadillac), handicap 4:45, 2nd; William McIlvoid (32-38-h.p. Royal), handicap 1:50, 3rd. Time, 8:38 2-5.

Second heat—M. Roberts (20-h.p. Thomas), handicap 2:00, 1st; Guy Vaughn (40-h.p. Decauville), handicap :35, 2nd; Webb Jay (15-20-h.p. White steamer), scratch, 3rd. Time, 7:19 2-5.

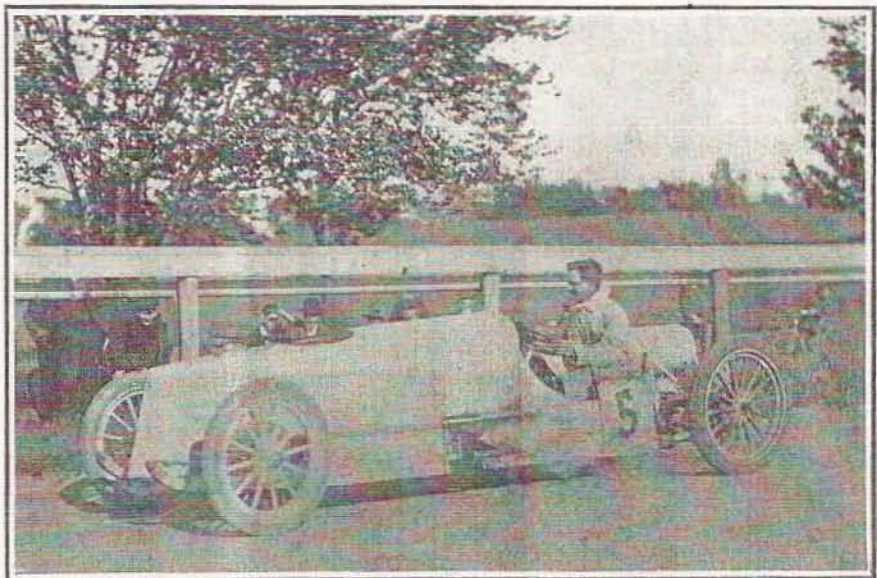
Final—A. S. Winslow (9-h.p. Cadillac), handicap 4:17, 1st; Webb Jay (15-20-h.p. White), scratch, 2nd; A. F. Comacho (12-h.p. Franklin), handicap 1:13, 3rd. Time, 8:02 2-5.



Ground Plan of the Morris Park Track Showing the Various Starting Points.

A. S. Winslow, who had won the first heat and had a handicap in the final of 4 min. 17 sec. But the Cadillac was still one full lap in the lead and Jay could not overcome all of it. Winslow won by nearly an eighth of a mile from Jay, second. A. F. Comacho ran third with the 12-horsepower Franklin, which ran uniformly fast and well throughout the day, and Vaughn finished last. The elapsed time was announced as 8:02 2-5.

The only real competition of the day that contained an element of excitement occurred in the three-mile free-for-all open to all classes, which was run off last. The starters were, Chevrolet with the 90-h.p.



WEBB JAY IN NEW WHITE STEAM RACER, WHICH COVERED THE MILE IN 53 SECONDS.

Inaugural Cup Race, three miles, for touring cars of 30 horsepower and less, each car to line up with engine dead and three passengers aboard; at starter's pistol engine to be cranked; cars to stop at judges' stand and deposit passengers, make one circuit of track, pick up passengers and make another circuit of track—L. Markle (24-30-h.p. Peugeot), 1st, time 5:11 2-5; L. E. Van Sickles (30-h.p. Pope-Toledo), did not finish.

Match race, first heat, five miles—Charles Basle (90-h.p. Mercedes *Flying Dutchman*), 1st, time, 5:34 3-5; Barney Oldfield (50-h.p. Peerless *Green Dragon*), 2nd, time, 6:06 4-5.

Second heat, four laps (equivalent to 5 26-100 miles)—Basle, 1st, time, 5:58 4-5; Oldfield, 2nd, time, 6:02 2-5.

Three-mile free-for-all, flying start—Louis Chevrolet (90-h.p. Fiat), 1st, time, 2:51 4-5; Webb Jay (15-20-h.p. White), 2nd, time, 3:04 2-5; Charles Basle (90-h.p. Mercedes *Flying Dutchman*), dropped out.

Notes on the Racing Cars.

The enclosure allotted to the competing cars was not a particularly lively place, though occasionally a big car would break into a deafening roar, after which the silence would seem deeper than ever. A mild flutter was occasioned when Barney Oldfield drove up in his touring car with the *Green Dragon* trailing behind on the end of a tow-rope. Everyone knew whose outfit it was, for if they were not acquainted with the brilliant exterior of the *Green Dragon* they could read Oldfield's name on the back of the tonneau of the touring car. The tonneau was occupied chiefly by a small dog tied up with a large chain—a very silent animal who kept his mouth closed and did not bark whether his master won or lost.

The 30-horsepower Renault racing car formerly owned by W. Gould Brokaw and driven by Joseph Tracy in several hard-fought contests, now the property of Major C. J. S. Miller, who drives it in amateur events helped to make the place look

homelike and familiar; but the White steam racing car did much to dispel this feeling. The steam speeder is an exceedingly rakish looking craft, being long and narrow and hanging very low. The aluminum covering is sharp pointed and narrow, offering little resistance to the air and covering the machinery entirely. The frame, which is of wood, hangs from the axles in the same way as does the frame of the *Green Dragon*. In the point or "bow" of the car is the water tank, reached through a large opening in the top; back of this is the boiler, with the pipe for carrying off the waste products of combustion cut off flush with the top of the sheathing. Back of the boiler is the engine, which drives to the live rear axle through a propeller shaft and bevel gears. Directly over the rear axle is the gasoline tank, cylindrical and round ended, set with its length fore and aft; and between the tank and the engine is the seat for the driver. The engine, boiler, axles and driving gear are the same as used in the White touring cars; additional power is gained, however, by carrying a higher steam pressure than in the road machines; and the car, big though it looks, is stated to weigh only a trifle over 1,400 pounds. The quiet, unobtrusive manner in which the low white racer stole around was a great contrast to the noisy progress of the gasoline cars, and one of the spectators in the enclosure suggested calling it the "White Mouse."

Oldfield's *Green Dragon* developed circulation troubles previous to his last appearance on the track, and his men were kept busy plugging up leaks. Oldfield was not feeling in the best of humor for some reason or other. "Don't like it at all," he said, in response to an inquiry as to what he thought of the track. "The back stretch is up-hill, and the first turn is a nasty one, and anyway it isn't the kind of a track I'm used to driving on."

up-town track. The bridge is paved with stone blocks, making a roadway that is most unpleasant to drive over, and automobilists frequently take to the car tracks to avoid the vibration.

It frequently happens that a car starts up-town just as an automobile comes bowling along the up-town track, the driver feeling secure because he can see that the trolley car is on another track. Suddenly, however, the trolley car makes a quick turn onto the up-town track and bears down on the automobile; and the driver must have his wits about him to get out of the way. While it seems rather a simple matter to keep clear of danger, so many narrow escapes have been observed at this point, and all occurring in almost exactly the same way, that a word of warning to those who take this road may help to preserve the integrity of someone's car.

Keep clear of the trolley car tracks as long as there is a car at the upper end; or

at least give yourself plenty of time to get out of the way in case the car starts unexpectedly—and they always start unexpectedly, as would-be passengers know to their sorrow.

Foreign News Notes.

The first meeting of the British Motor Boat Club was held on the Thames on May 6, when about thirty boats mustered at Kingston. Admiral Sir William Kennedy, who headed the procession down to Teddington, afterwards presided at the club dinner.

Hon. C. S. Rolls will drive the second Wolseley car in the selection trials on the Isle of Man on May 30, after a long retirement from international sport. He has already been over the course for the Tourists' trophy in September, as well, as several Rolls-Royce cars are to start in that event.

The English marine motor committee has altered the date of the selection race for the British International Cup to Aug. 1, instead of a day later, and will hold the Power Boat Reliability trials during the rest of the week instead of early in July.

A Berlin to Clermont-Ferrand tour is on the books of the German A. C. on the occasion of the Gordon Bennett race. Six days are to be devoted to the excursion.

One hundred and ten motor omnibuses, each of thirty-four seats, have been ordered at Paris from the De Dion-Bouton factory. Up to the present France has been far behind England so far as motor buses were concerned.

After all the expense the Geneva firm of Dufaux has been put to in constructing cars to represent Switzerland in the Gordon Bennett race, the entry has been withdrawn, as the \$10,000 which every competing country has to pay towards the expenses of the race is considered too heavy a burden. It will be remembered that France, in giving way to the universal desire of only one race, made it a condition that all the competing clubs should share the expenses. Now that Switzerland is out of the running, the other clubs have to make up its share as well.

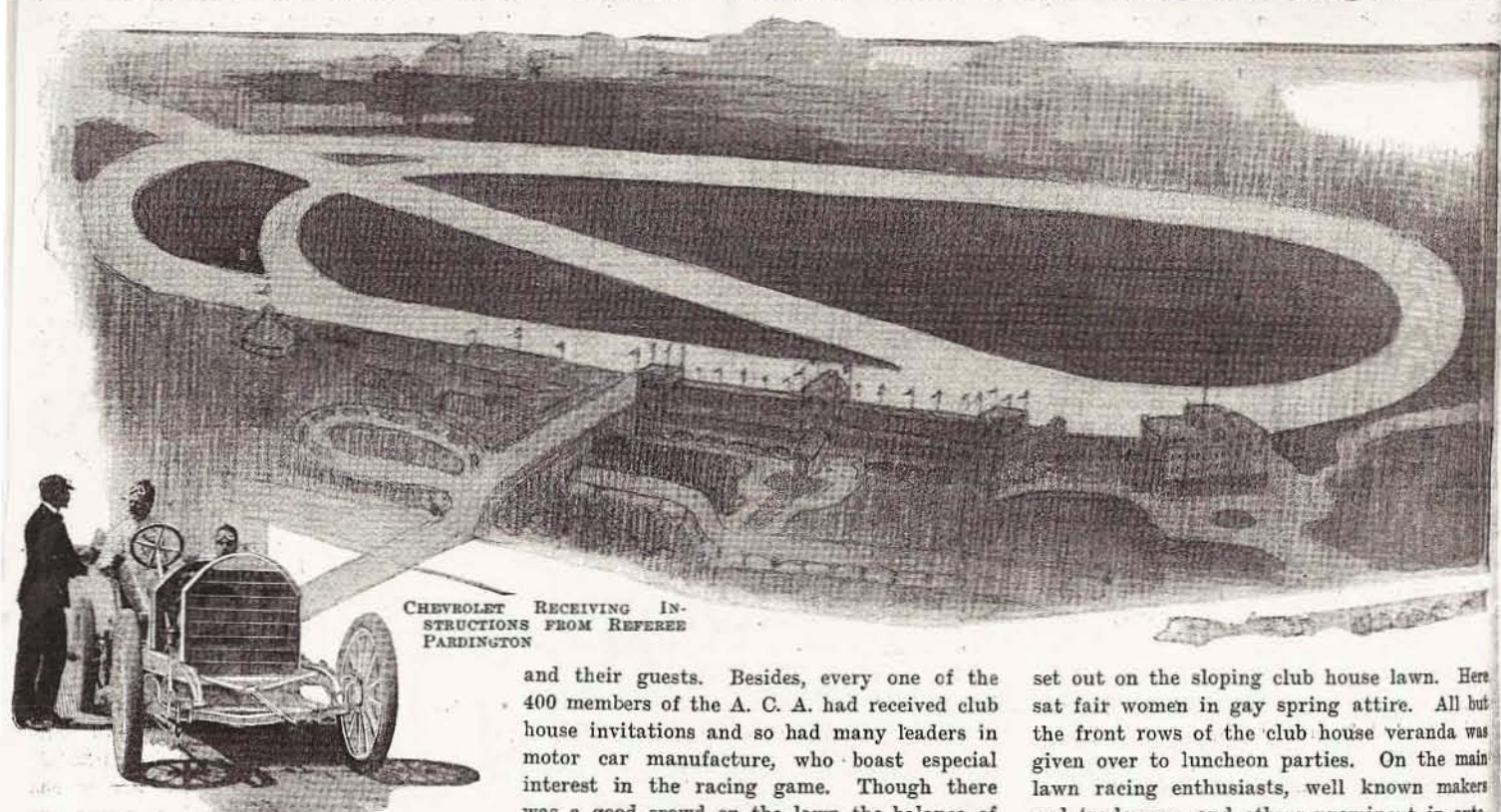
The English Auto-Cycle Club was busy on May 6 at Haslemere, where its annual open hill-climbing competition was held, over a stretch of just one mile, with an awkward bend about halfway up at its steepest point. The results of the different events were as follows: Class 1.—Won by F. Hulbert (23-4 horsepower Triumph); time, 2:28 4-5. Class 2.—Won by A. E. Lowe (3-horsepower Jap); 2:31 4-5. Class 3.—Won by J. Hancox (3 1-4-horsepower Roc); 1:58 1-5. Class 4.—Won by J. F. Crundall (5-horsepower Humber); 1:48. Like many others, Crundall ran on to the grass in negotiating the bend, but he steered around a tree and back to the course.

The Los Angeles Y. M. C. A. will open a school for chauffeurs at an early date.

Danger Point in Jerome Avenue

Now that the automobile racing season has opened, and New York city automobilists will travel along Jerome avenue in hundreds, a word regarding a danger point on the trip to the tracks will not be amiss. Many cars after coming down Jerome avenue keep straight on across the One Hundred and Fifty-fifth street viaduct instead of turning down Central avenue and so into Eighth avenue; and the cars that cross the viaduct frequently have narrow escapes from collisions with the Jerome avenue trolley cars. The trolley car tracks are double to a point near the end of the line, which is directly over the elevated railroad station; and there the double tracks come together. The down-town track is straight, but the up-town track makes a very sudden turn to join the other. Thus a car starting up-town will run straight for a short distance and then make a sudden lunge to the right and take the

ALL HAIL TO THE NEW SPEED MONARCH



CHEVROLET RECEIVING INSTRUCTIONS FROM REFEREE PARDINGTON

New York, May 21—The automobile has supplanted the horse on his historic racing ground. Where equine kings and queens once circled the course in their speed flights the motor car monarchs have put to blush the struggles of the now out-of-date four-footed flyers with old Father Time. Louis Chevrolet has made Luke Blackburn but a memory; Webb Jay, of mighty Hanover, more than ever a hero of the dim past; and Barney Oldfield, of the great Hermis of to-day, a selling plater so far as speed goes. The betting ring has become a garage, the saddling paddock an assembly place for racing machines, and the home stretch lawn a parking ground for motor cars. On the grand stand, club house verandas and lawn, where once was the buzz of odds, weights and jockeys, the spectators talk only of horse-power, cylinders and gears. The stables, where were once millions of dollars' worth of horse flesh, are tenantless. Only the few poor four-footed beasts who drag the rollers, the watering carts and the lawn-mowers, are left to remind one of the former reign of the Horse. The Automobile is everywhere. The Motor Car is now the King.

Morris Park was inaugurated yesterday as the first exclusive automobile course in the world. A fair May day, while it graced the occasion with sunshine, reminded one by a stiff and rather cool breeze that the spring is still late. Yet the weather was auspicious enough to permit of a worthily large inaugural crowd. There were 6,000 present, which is about New York's present limit of automobile racing enthusiasm, so far as attendance goes. You must remember that in little old New York, despite the capture of Morris Park by the automobile, the horse still has its attractions even for the motor car enthusiast. There were 30,000 at the running races at Belmont Park yesterday. Hundreds of these went by automobile. The club house veranda and lawn at Morris Park were filled with members of the Morris Park Motor Racing Club

and their guests. Besides, every one of the 400 members of the A. C. A. had received club house invitations and so had many leaders in motor car manufacture, who boast especial interest in the racing game. Though there was a good crowd on the lawn the balance of the spectators were lost in the great grand stand, which has a seating capacity of 10,000. Along the homestretch in front of the grand stand twenty of the forty booking stands were taken. Those who came in cars for the most part were content to leave them on the lawn in front of the field stand or in the betting ring behind the main stand.

Secretary Reeves said that some 400 cars were thus assembled. The balance of the crowd came by steam, elevated and trolley lines, the journey consuming about three-quarters of an hour from the Rialto. The automobilists had a beautiful ride through Central Park, out Seventh avenue, Jerome avenue and Pelham road to the course.

Arrived at the track a pretty picture of vernal spring presented itself. The lawn before the stand was close-cropped and green. Green was the oval and green the distant encircling trees. An oval of yellow with a cross cut of clay, and an inner semi-circle where is the Withers mile, constituted the courses. Furthest away at the finish end, where the south turn begins, was the racing car open garage, next to it the four storied club house, next the monster grand stand and furthest down the stretch the field stand. Chairs were

set out on the sloping club house lawn. Here sat fair women in gay spring attire. All but the front rows of the club house veranda was given over to luncheon parties. On the main lawn racing enthusiasts, well known makers and tradesmen, and others prominent in automobiling paraded and exchanged gossip. On the grand stand the general public sat and wonderingly waited for something to be doing. In front was a long line of reporters, who were already setting the telegraph instruments a-clicking with evening paper and early Sunday stories. Papers not boasting special automobile writers had sent their star descriptive writers in appreciation of the importance of this inauguration of the great Morris Park as an automobile race-course.

The whole layout of the course gives a distinct impression of vastness. At the far turn the cars seem small and away, away off. As they round the banked curve, except when they cross the opening for the kilometer straightway, they are far from distinctly seen. Even when they enter the home stretch they have but just passed the half mile pole. From here they rush down a very perceptible grade on their run home. It is a hill and the speed attained is terrific, though distance somewhat prevents it from being thoroughly realized. There is a fine view, however, of the race in the backstretch.

The track is 1.39 miles, or 7,223 feet, or approximately 15-16 miles in length. This necessitates starts at various points for different distances and a confusing number of laps, which requires constant reference to the map in the program to figure out. The suggestion of a racing board official that the races be in the future made of so many laps instead of miles and that racing at even miles be confined solely to record trials at the various distances met with approval among the experts and critics present. This would give the start and finish in front of the grand stand, obviate confusion among the spectators and please them much better. As it was yesterday few knew when a race was over until "Wag" dropped his flag at the finish. There was no ringing of the gong or any warning save the program map and spectators' own tally when the last lap was on. It was also impossible to time inter-

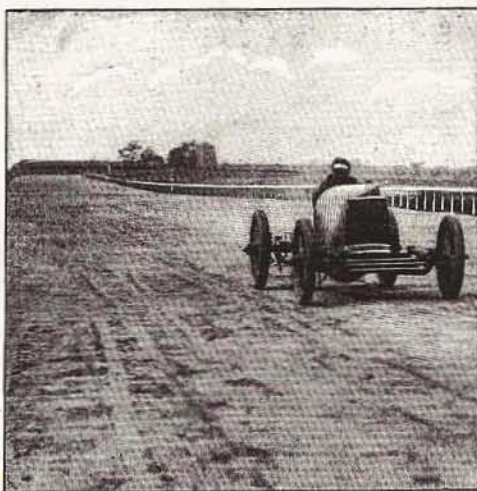


TICKETS, PROGRAMS—IT TAKES MONEY TO ATTEND THE AUTOMOBILE RACES

mediate distances save for the first mile reached and fractions thereof. The two pursuit heats on the card had to be run at uneven distances. It is argued that the public would soon become accustomed to judging speed by lap times. A record of best lap times in the different classes might be made an advantageous feature of the program. This would satisfy the demand for records even in competition races run on a lap standard. There need be no comparison with new tracks, as Morris Park is for the present in a class by itself as a racing course.

The new course so far as its own contests is concerned will cause a revolution in automobile racing. Its great size, long stretches and banked turns will put a premium on power and minimize the advantage of drivers clever in negotiating sharp, flat turns and of cunningly contrived track racing machines. The high priced road juggernauts now for the first time have a chance to show their full speed on a track. They will prevail until makers seeking record honors build bigger ones with engines of higher power than they.

The mile records made yesterday prove this, even though the figures recorded at longer distances were rather behind the times expected from such performers. There was reason for the latter though. While the banking of the one turn encountered in the mile was fairly well completed that of the other was in poor shape. In the first place most of the attention had been given to the mile turn and in the second place following a week of rain the bank at the club house end had sagged and the approach to it was soft. In fact it was rather dangerous going at this end, compelling a slowing down as it was approached and causing several seemingly narrow escapes from disaster. It also affected the speed in the mile trials by preventing the starting line on the backstretch being approached from a long start under full headway. Despite all this the mile track record was cut by a driver whose first experience on a track it was. When Oldfield, Basle, Chevrolet, Jay and other drivers of the flyers get accustomed to negotiating the track, the banking itself is improved, and the track surface has had a chance to harden there is no telling how far under 50 seconds will be attained for the mile.



BARNEY OLDFIELD LOOKING FOR BASLE

The spectators and critics did not have long to wait for the momentous question of the new course's speed possibilities to be demonstrated, for the officials picked out the flying mile record trials as an overture to the track's inauguration.

Louis Chevrolet, a new find of Hollander & Tangeman, was the first to make a try. His mount was the 90-horsepower Fiat that William Wallace, the Boston amateur, piloted at the Ormond tournament. This Frenchman is utterly new at the track racing game. He has taken to it, though, like a duck to water. On the day before he had been timed unofficially in 52.15 seconds. The news was received with some incredulity. In less than a minute, however, he had made good. Swinging around the club house turn with a hair-raising skid he tore down the backstretch, flashed by the flag, climbed the bank, circled it desperately and swept down the hill to the finish. The watches showed 52.45 seconds, a new track record, beating Barney Oldfield's 53-second mile made at Los Angeles, December 21, 1904.

Webb Jay was the next to try. There was much interest in seeing really how fast the new White steam flyer could go. He had been making fast miles in practice, but it was believed that he was holding back his car for its final debut. At the flag the machine leaped away like a greyhound from its leash. It reached the turn in a jiffy and

rounded it a-flying. Its flight was so inspiring that there was no astonishment when "53" was announced as its tally. It had equaled the previous free-for-all world's record and made a laughing memory of Louis Ross's 57.45 second record at Providence September 10, 1904. The White steamer is out for the records and the championship. It would seem that "53" for the mile was by no means its limit.

Oldfield next drove the Peerless Green Dragon a mile in 60.35 seconds. It was thought he was only teasing. Basle followed in the Bowden Mercedes in 54.45 seconds. He, too, was thought to be saving his main play for the match race. Walter Christie covered the mile in 56.35 seconds with his direct-drive 60-horsepower Christie. That ended the time trials.

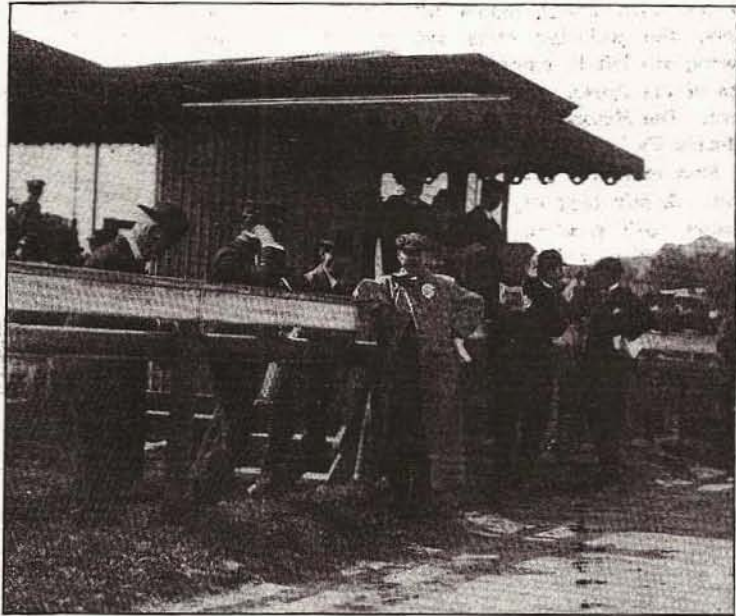
The next event of moment on the card was the Basle-Oldfield match. It was run in two heats, pursuit style, the distance each time being 5.56 miles. Barney got the better of the standing start by 30 yards; but before the first lap was over Basle had made this up and was the same distance to the good at its end. Basle gained rapidly from here on, leading by a quarter of a mile the second lap, three-eighths the third and a full half-mile at the finish. Basle's time was 5:34.35, and Oldfield's 6:06.15. It was easy to see that on this track with a 60-horsepower car against a "90" Barney was outclassed.

There is a well-grounded suspicion that Basle was very kind to Oldfield, the second heat, though he might have realized that he had a cinch and so took no risks. The racers were even up the first lap. Oldfield led by 30 yards the second and Basle by 15 yards the third. Basle won by 150 yards in 5:58.45. Oldfield's time was 6:02.25.

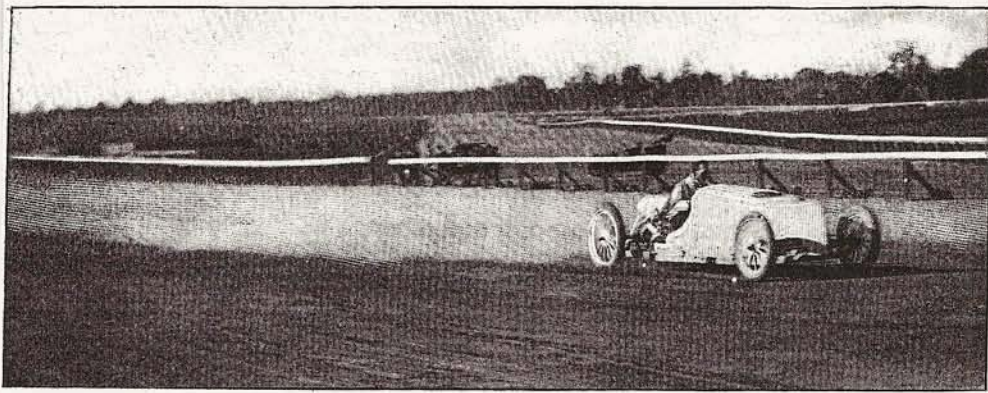
Barney good-naturedly acknowledged his defeat. "On this track," said he, "my little 60-horsepower racing car has no chance against a 90. These banks create an entirely new style of racing, at which skill in rounding flat turns is not a factor, and a driver without fear has an even chance against the most skillful pilot. I'll be back here, though, on June 10 with my new Green Dragon. It will have as much power as the best of them. The engine for it is now in course of construction at the Peerless factory."



SPECTATORS ON THE LAWN ALONG THE HOME STRETCH



JUDGE'S STAND—RACING BOARD CHAIRMAN MORRELL IN FOREGROUND



WEBB JAY DRIVING THE WHITE STEAMER ON ITS 53-SECOND MILE

The 3-mile free-for-all run was a race for your life. It had for its starters Webb Jay and the White, Charles Basle and the Mercedes and Louis Chervolet and the Fiat. The start was a moving one. The new racing rules, you know, now provide for moving, flying and standing starts, that "rolling" and "flying" starts may not be made synonymous as they have too often been in the past. The starting point was a furlong up the home stretch. At the flag the White fairly leaped away from its gasoline rivals and led them by 30 yards as it passed the judges' stand. The Mercedes was leading the Fiat by 10 yards. Jay made a beautiful round of the turn and was 50 yards to the fore in the backstretch. When the tape was passed the second time the White had increased its lead to 75 yards. All this time the Fiat and Mercedes had been having a hammer and tongs duel, with the Italian a length in the lead. When the backstretch was reached for the last time steam began to fail the White and the foreigners crept up. Just before the last turn was reached Basle quit. At this point Chevrolet passed Jay. Rounding the bank the Frenchman had a good lead, which he increased to 400 yards at the finish. The Fiat's time was 2:51 4-5 and the White's 3:04 2-5.

The summary of the races is as follows:

Mile flying start record trials—Hollander & Tangeman's 90-horsepower Fiat, driven by Louis Chevrolet, :52 4-5, world's record; horse track record, :53, by Barney Oldfield, in 60-horsepower Peerless Green Dragon, Los Angeles, Cal., December 1, 1904. White Sewing Machine Co.'s 15-20-horsepower White Steamer, driven by Webb Jay, :53; horse track steam record, :57 4-5, by Louis R. Ross, in Stanley special, Providence, R. I., September 10, 1904. Barney Oldfield, in 60-horsepower Peerless Green Dragon, 1:00 3-5. H. L. Bowden's 90-horsepower Mercedes, driven by Charles Basle, :54 4-5. Walter Christie's 60-horsepower Christie, driven by owner, :56 3-5.

Corinthian amateur mile, moving start—Won by Richard Stevens, 60-horsepower Mercedes, in 1:09; George Isham Scott, 60-horsepower Mercedes, second, in 1:21 2-5. Both cars, in touring trim.

Pursuit match race, 5.56 miles, standing start—Barney Oldfield, in 60-horsepower Peerless Green Dragon, versus Charles Basle, in H. L. Bowden's 90-horsepower Mercedes—First heat won by Basle, in 5:34 3-5; Oldfield, 6:06 1-5. Second heat and match won by Basle, in 5:58 4-5; Oldfield, 6:02 2-5.

Two-mile race for cars of middle weight class—Won by Decauville Automobile Co.'s 40-horsepower Decauville, driven by Guy Vaughn; Major C. J. S. Miller's 30-horsepower Renault, second; time, 2:31 3-5.

Morris Park handicap, 5 miles—First heat won by American Auto Storage Co.'s 12-horsepower Franklin, driven by A. V. Camacho, 155 seconds allowance, actual time 6:28 2-5; A. S. Winslow's 9-horsepower Cadillac, driven by owner, 285 seconds, second; C. A. Duerr's 32-38-horsepower Royal Tourist, driven by H. L. McIlvold, 110 seconds, third. Second heat won by Harry S. Houbt's 40-horsepower Thomas, driven

by Mortimer Roberts, 120 seconds, actual time 5:49 2-5; Decauville Automobile Co.'s 40-horsepower Decauville, driven by Guy Vaughn, 35 seconds, second; White Sewing Machine Co., 15-20-horsepower White, driven by Webb Jay, scratch, third. Final won by Winslow, Cadillac, 257 seconds, actual time 8:02 2-5; Webb Jay, White, scratch, second; Camacho, Franklin, 73 seconds, third.

Inaugural cup, 3 miles, for touring cars of 30 horsepower and under, carrying three passengers besides driver, standing start with dead engines, one stop to let off and another to take on passengers—Won by American Peugeot Automobile Co.'s 30-horsepower Peugeot, driven by L. Markle, in 5:11 2-5; William Ottman's 30-horsepower Pope-Toledo, second.

Three-mile free-for-all, moving start—Won by Hollander and Tangeman's 90-horsepower Fiat, driven by Louis Chevrolet, in 2:54 4-5; White Sewing Machine Co.'s 15-20-horsepower White, driven by Webb Jay, second, in 3:04 2-5.

THE HARDEST TEST YET

Glasgow, Scotland, May 11—Yesterday there started from here forty-three automobiles bent on accomplishing a 4-day journey, the severities of the conditions of running which mark it the most severe endurance and reliability trial of motor cars ever held in Great Britain. It is a compliment to the sportsmanship of the British automobile manufacturers and dealers that only one more car entered than started.

Of the forty-three starters which left Blythwood square, twenty-eight were British vehicles, seven were imported from France, three from the United States, three from Belgium, and one from Switzerland. The American cars were two Fords and a Cadillac. The cars were classed according to the number of cylinders. There were four in the first or class for single-cylinder vehicles; nine in the second class, for two-cylinder cars, and thirty in the third class, for cars of more than two cylinders. Nineteen cars were equipped with Dunlop tires, ten with Michelin, seven with Continental, two with solid tires and one with Samson tires. The horsepower

of the cars ranged from 6, in the case of the light Wolseley, up to 35, in the case of the Martini and Belize.

The run yesterday from Glasgow to Dundee was by way of Edinburgh, Sterling and Perth, over a good road, at least by comparison with that which will be met beyond Dundee. Thirty-five of the forty-three starters arrived at the destination on time, but a great many had tire troubles. At Edinburgh Captain Deasy, who drove the Martini, retired from the contest, claiming that the car, which was a new one, did not run well. Among the drivers are Miss Dorothy Leavitt, in an 8-horsepower de Dion, and Mrs. Loder, in a 12-horsepower Argyll.

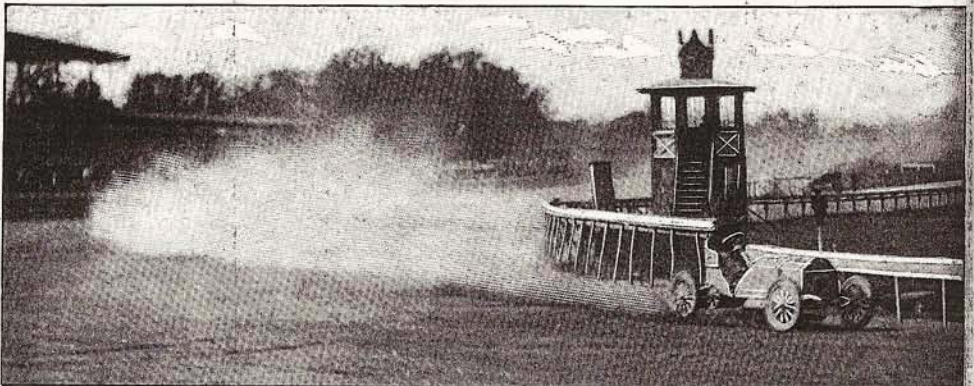
Each contestant is allowed a total of 1 hour for tire repairs on each of the 4 days, without losing points on account of tire troubles. In fact, so long as the total for the 4 days does not exceed 4 hours, regardless of its disposition by days, there will be no deduction. There will be various hill-climbing trials. Awards will be made according to the number of points credited to the cars in the different phases of their performance. Gear ratios must not be changed during trial.

RACE OF SELLING PLATERS

Paris, France, May 8—To see motor cars almost 10 years old race with 1905 cars was the rather interesting spectacle offered those who happened to be on the road from Paris to Meulan yesterday noon. La France Automobile had promoted this novel automobile contest, which was only for cars to be sold. Previous to the race there was a public show of the cars, and after the race was over they were again displayed for examination by those who wanted to purchase any of them.

Among the cars which started in the road race, which was over a distance of 24 miles, were a 1903 14-horsepower Renault, a 1903 12-horsepower Delahaye, a 1902 9-horsepower de Dietrich, a 1903 18-horsepower Panhard, a 1904 24-horsepower Boyer, a 1905 50-60-horsepower Tourand, a 1901 10-horsepower Gardner-Serpollet, a 1900 8-horsepower Panhard, and a 1904 10-horsepower Corre.

The big Tourand car had been picked as an easy winner, but nine other cars finished ahead of it. The Boyer won, covering the 24 miles in 59 minutes 26 seconds. The 18-horsepower Panhard was second in 1 hour 1 minute, followed closely by the 10-horsepower Corre. The oldest car in the race, the 1900 8-horsepower Panhard, was sixth, having covered the 24 miles in 1 hour 9 minutes 45 seconds. The event was pronounced a success notwithstanding the bad weather. Similar races are being planned for other roads, during the coming summer and fall.



BASLE IN THE BOWDEN MERCEDES WHIRLING AROUND A TURN

Morris Park Opening.

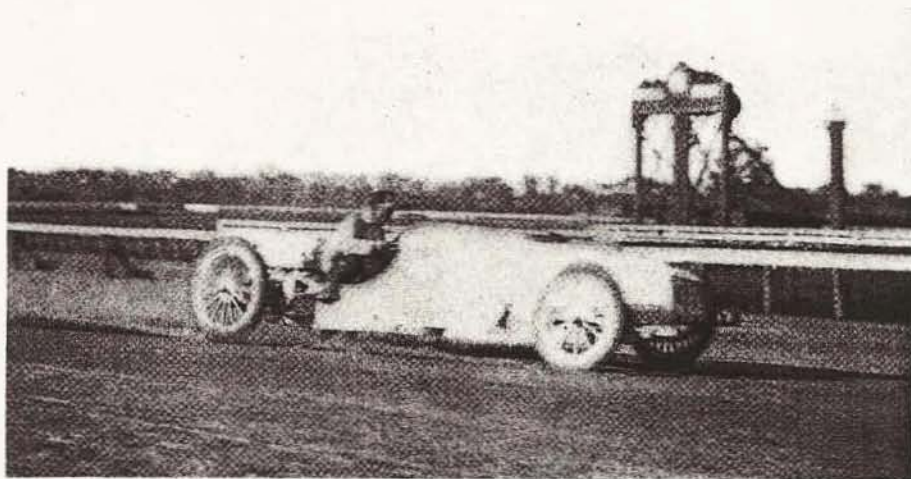
Morris Park, N. Y., was opened as an exclusive automobile racing course on Saturday, May 20. It is estimated that 4,000 people were present to witness the event. They saw one track record, the 1 mile, lowered, and looked upon what proved to be the flat failure of the star event, the match run between Barney Oldfield, in the Peerless Green Dragon, and Charles Basle, in H. L. Bowden's 90 horse power Mercedes, through the ease with which the latter won two straight heats and the race.

The mile record was lowered by one-fifth of a second by Louis Chevrolet, who covered the distance in William Wallace's 90 horse power Fiat car in 0:52 4-5. It was done in the mile trials, the first event on the program, and in which Chevrolet was the first to start. Oldfield's former record of 53 seconds was equaled by Webb Jay, driving the new White steam racing car. The time breaks all previous steam car records. The body of the car is elevated but a few inches above the ground, and the driver sits far back, while the long prow tapers toward a point. It is painted white. Five contestants tried for the mile records. Charles Basle, in H. L. Bowden's 90 horse power Mercedes, did 0:54 4-5; Walter Christie, in his 60 horse power car, did 0:56 3-5, while Barney Oldfield took three-fifths of a second over a minute.

In the match race Oldfield and Basle started from opposite sides of the track. Each heat was at 5 miles, and although his time was not remarkable Basle had no difficulty in pulling away from his opponent on each occasion.

Chevrolet, with the Wallace car, won the best race of the day, a free for all at 3 miles, in which the new White steamer started off in the lead and held it for 2 miles, when Chevrolet shot past in the backstretch and came to the line 150 yards in advance. The White, handled by Webb Jay, beat out the Bowden Mercedes in this event.

Much has been said of the excellence of this course for automobile speeding, but the



WEBB JAY DRIVING NEW WHITE STEAM RACER.

events on the opening day indicated that it is not free from danger. The long, straight stretches of the main track of 1 mile and 5-16 were found suitable for speed, but the sharp turn at the clubhouse was most dangerous for any driver to take at full headway, and the fact that no accident happened there was largely due to the fear that chauffeurs entertain for that corner, and in practically every big car power was shut off at that point.

The summary:

Flying Mile Trials to Beat the Track Record of Fifty-three Seconds—Won by Louis Chevrolet (90 horse power Fiat): time, 52 4-5 seconds. Webb Jay (White), second; time, 53 seconds. Charles Basle (90 horse power Mercedes) third; time, 54 4-5 seconds.

One Mile for Amateur Drivers Owning Their Own Cars—Won by Richard Stevens (60 horse power Mercedes). George I. Scott (60 horse power Mercedes), second. Time, 1 minute 9 seconds.

Five Mile Match, in Heats—Oldfield in 60 horse power Peerless vs. Basle in H. L. Bowden's 90 horse power Mercedes:

Basle	1	1
Oldfield	2	2

Winner's time, 5 minutes, 34 3-5 seconds; 5 minutes, 58 4-5 seconds.

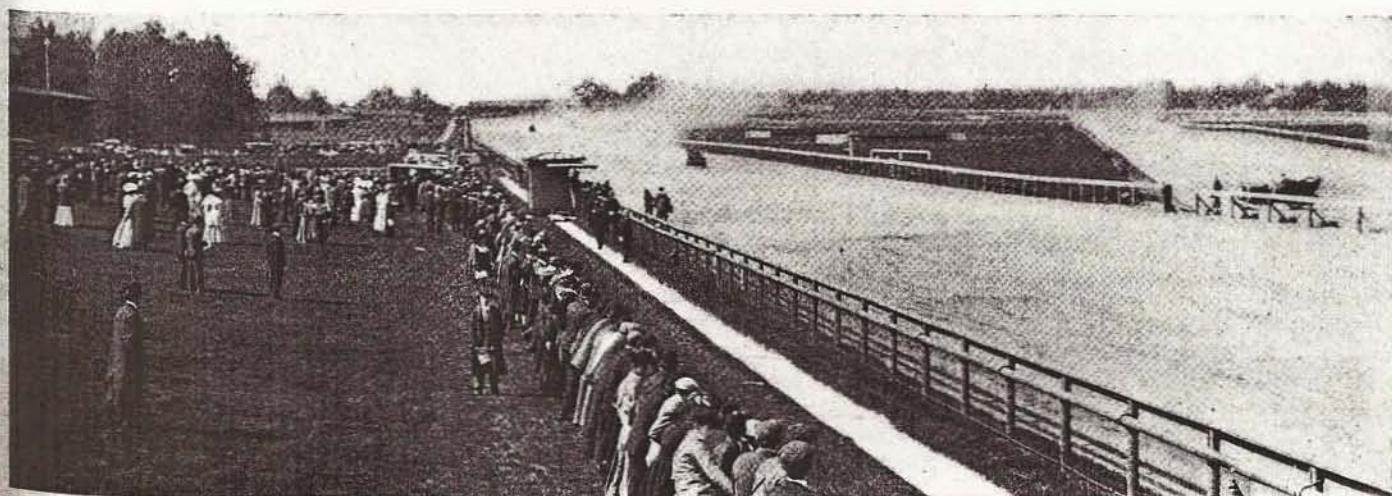
Two Mile Match, Flying Start—Won by Guy Vaughn (40 horse power Decauville). C. J. S. Miller (30 horse power Renault), second. Time, 2 minutes 21 3-5 seconds.

Morris Park Handicap, Five Miles—Won by A. S. Winslow (Cadillac); Webb Jay (White), second; A. F. Comacho (Franklin), third. Time, 8 minutes 2 2-5 seconds.

Three Miles—For regularly equipped touring cars of 30 horse power and less; standing start; loading and unloading passengers. Won by L. Markle (18 horse power Peugeot); L. E. Van Sickles (30 horse power Pope-Toledo), second. Time, 5 minutes 11 2-5 seconds.

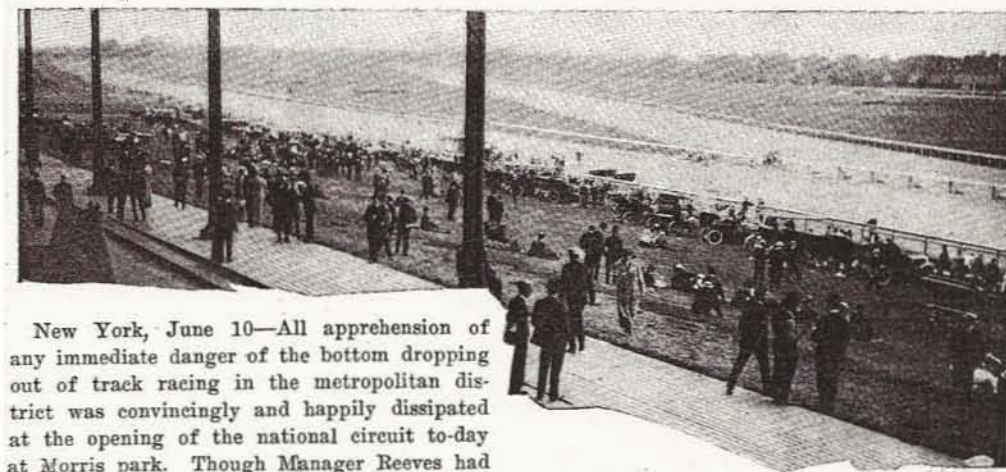
Three Miles—Free for all. Won by Chevrolet (90 horse power Fiat); Webb Jay (White), second. Time, 2 minutes 51 4-5 seconds.

The Empire City Club has offered a challenge cup for the 1,000 mile track record, which must be won three times by any one manufacturer's car before it shall become his permanent property. All contests for the cup are to be held at the Empire Track, New York.



VIEW OF THE HOME STRETCH, MORRIS PARK, FROM GRAND STAND.

CHEVROLET THE STAR



New York, June 10—All apprehension of any immediate danger of the bottom dropping out of track racing in the metropolitan district was convincingly and happily dissipated at the opening of the national circuit to-day at Morris park. Though Manager Reeves had failed to get any of the big flyers of its class to go against Chevrolet and Major Miller's crack mile record holding Fiat, through their being in the shop undergoing alterations and repairs, track racing interest and the attractions of Morris park were sufficient to draw a crowd of over 4,000 admissions by actual box office count.

Reeves is as quick to learn as he is to originate. The first meet at Morris Park gave him some hints by which he was ready to profit. It was evident that broken circuits of the course were confusing to spectators and would not do. Accordingly he made all the open races, save the championship, at even laps. This gave the starts and finishes in front of the stand. So far as the new and unfamiliar times went, a table in the program of the equivalent of the time of a circuit in miles per hour and seconds for the mile settled all that for those insisting on time valuations of the performances. Continuous rain during the week up to Thursday again, however, interfered with the track and turns, attaining the condition expected of them later under more favorable weather conditions.

Other reforms affecting the spectators and the appearance of the gathering were instituted. Instead of confining the stretch to a limited number of automobiles, all the cars were admitted to the lawn. There were close to a hundred along the fence and scattered about the slope. This gave a lively look to the space in front of the stand. In fact, there was the appearance of a real meet—in the sense of a gathering—of motor cars.

So far as performances went the event of the day was the successful try of Louis Chevrolet for a new mile track record with Major Miller's 90-horsepower Fiat. Chevrolet has learned a bit about track driving from his first attempt at Morris park on May 20 and his experiences at Chicago. With his fast and reliable Fiat—undoubtedly a great car and in its present form probably the swiftest

sprinter in this country—despite a by no means good track at the big turn and the very poor clubhouse curve the French driver cut his former figure of 52½ made on this track to 52¼. He is a clever, daring and showy driver and got a great send-off from the crowd for his record.

In the 5-mile national circuit championship Chevrolet had against him Dan Wurgis, 32-horsepower Reo Bird and Guy Vaughn and the 40-horsepower Decauville. These two are clever performers in the middle-weight class, but were, of course, outpowered and outweighed and outsprinted by the Fiat. Chevrolet got away quickly and reached the tape 50 yards in the lead, the start having been made from the back stretch. The Decauville was a length in advance of the Reo. The next lap Chevrolet led by ¼ mile, with Vaughn 50 yards ahead of Wurgis. During the second lap an oil feed pipe in the Decauville broke and Vaughn had to quit. The Fiat won by ½ mile in 4:48½, the Reo finishing in 5:30. Barney Oldfield's track record of 4:29 was not approached. The result of the race left the championship table: Louis Chevrolet, 90 horsepower Fiat, 4 points; Dan Wurgis, 32 horsepower Reo, 2 points.

The three-lap race for middleweights had for starters Wurgis and the Reo Bird, Vaughn and the Decauville and F. F. Cameron and the 16-horsepower Cameron. A good race was expected and so there was during the first lap. The little Cameron got away in the lead, but was passed by the Bird on the turn. At the ½ mile pole Vaughn came by with a rush and beat Wurgis to the post 100 yards, with Cameron half as much more to the rear. The Reo stopped, owing to some battery troubles, but got going again. Vaughn won by ¾ mile in 4:24½. Wurgis was second in 5:24½, beating Cameron a furlong. Cameron's time was 5:38.

The meet wound up with the Morris park handicap at three laps. In the absence of the A. A. A. technical committee, which generally makes the allotments hereabouts, the task was handed over to a trio of former bicycle handicappers—Sam Miles, of Illinois; "Batch," of New York, and "Jonah," of New Jersey. They cast fine figuring and close calculations to the wind and made up an old fashioned bicycle ladder, with 10-second jumps. Barring the little fellows in the long marks, which in the haste of the allotment had not been given all that was coming to them with but 90 seconds' start, the result panned out quite satisfactorily. Anyhow, the spectators

whooped it up and seemed to enjoy the struggle greatly. Chevrolet made a game and stirring chase of it in his heat and in the final. So did Wurgis and Vaughn. Wurgis with 40 seconds won the first heat by 40 yards from McIlvrid, Royal, 60 seconds, Chevrolet finishing 50 yards further back. This was a well bunched wind-up, so far as motor car handicaps go. Vaughn, Decauville, 35 seconds, nipped Wridgway, Peerless, 70 seconds, at the tape, winning by a length, with Roberts, Thomas, 50 seconds, third, 200 yards further back. In the final Charley Wridgway improved some 10 seconds on his trial heat running and won by a furlong from Vaughn, whom Chevrolet just missed nailing at the tape by a bare length. The only change in the handicap for the final was the cutting of Vaughn from 35 to 30 seconds. The summary:

Dealers' handicap, 2.78 miles—cars allowed 3 seconds for each \$100 below \$3,500 in price—Alfred Camacho, 12-horsepower Franklin, 42 seconds, first, actual time 4:24; Hiram Raymond, 14-horsepower Knox, 42 seconds, second, actual time 4:28 1-5; Frank Dunnell, 10-horsepower Ford, 60 seconds, third.

One mile record trial—Major Miller's 90-horsepower Fiat, driven by Louis Chevrolet; time, 52 1-5 seconds.

New York cup for middle weight class—881 to 1,432 pounds—4.17 miles—Guy Vaughn, 40-horsepower Decauville, first; Dan Wurgis, 32-horsepower Reo Bird, second; F. F. Cameron, 16-horsepower Cameron, third; time, 4:24 1-5.

Match race, 4.17 miles—Harry S. Haupt, 40-horsepower Thomas Flyer, driven by Mortimer Roberts, first; Charles A. Duerr, 38-horsepower Royal Tourist, driven by William McIlvrid, second; time, 4:44.

Five-mile free for all, national championship—Major Miller's 90-horsepower Fiat, driven by Louis Chevrolet, first; Dan Wurgis, 32-horsepower Reo Bird, second; Guy Vaughn, 30-horsepower Decauville, did not finish; time, 4:48 4-5.

Morris park handicap, 4.17 miles—First heat—Dan Wurgis, 32-horsepower Reo Bird, 40 seconds, first; William McIlvrid, 38-horsepower Royal



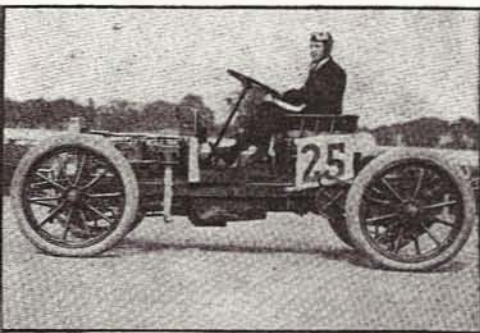
WURGIS IN REO BIRD

Tourist, 60 seconds, second; Louis Chevrolet, 90-horsepower Fiat, scratch, third; time, 4:36 1-5.

Second heat—Guy Vaughn, 40-horsepower Decauville, 35 seconds, first; C. G. Wridgway, Peerless, 70 seconds, second; Mortimer Roberts, 40-horsepower Thomas, 50 seconds, third; time, 4:28.

Final heat—C. G. Wridgway, Peerless, 70 seconds, first; Guy Vaughn, Decauville, second; Louis Chevrolet, Fiat, third; time, 4:55 3-5.

"All the big cars will be here for the A. A. A. championships at Morris park," says Reeves. "I certainly was up against it this time. The White and Grout steamers are being overhauled at their factories to secure, I understand, higher power. Walter Christie has dismantled his car to make a double engine racer of it. The Winton Bullet is having a reverse put in. Henry Ford's flyer is not finished. The Stevens Mercedes has a broken fly wheel and the Bowden Mercedes stripped its gear at Readville. The Peerless people are hurrying through a new higher powered Green Dragon for Oldfield. More imported cars are promised. The national circuit and the championship race will be a big success."



THE BOURGEOT, A NEW FRENCH CAR