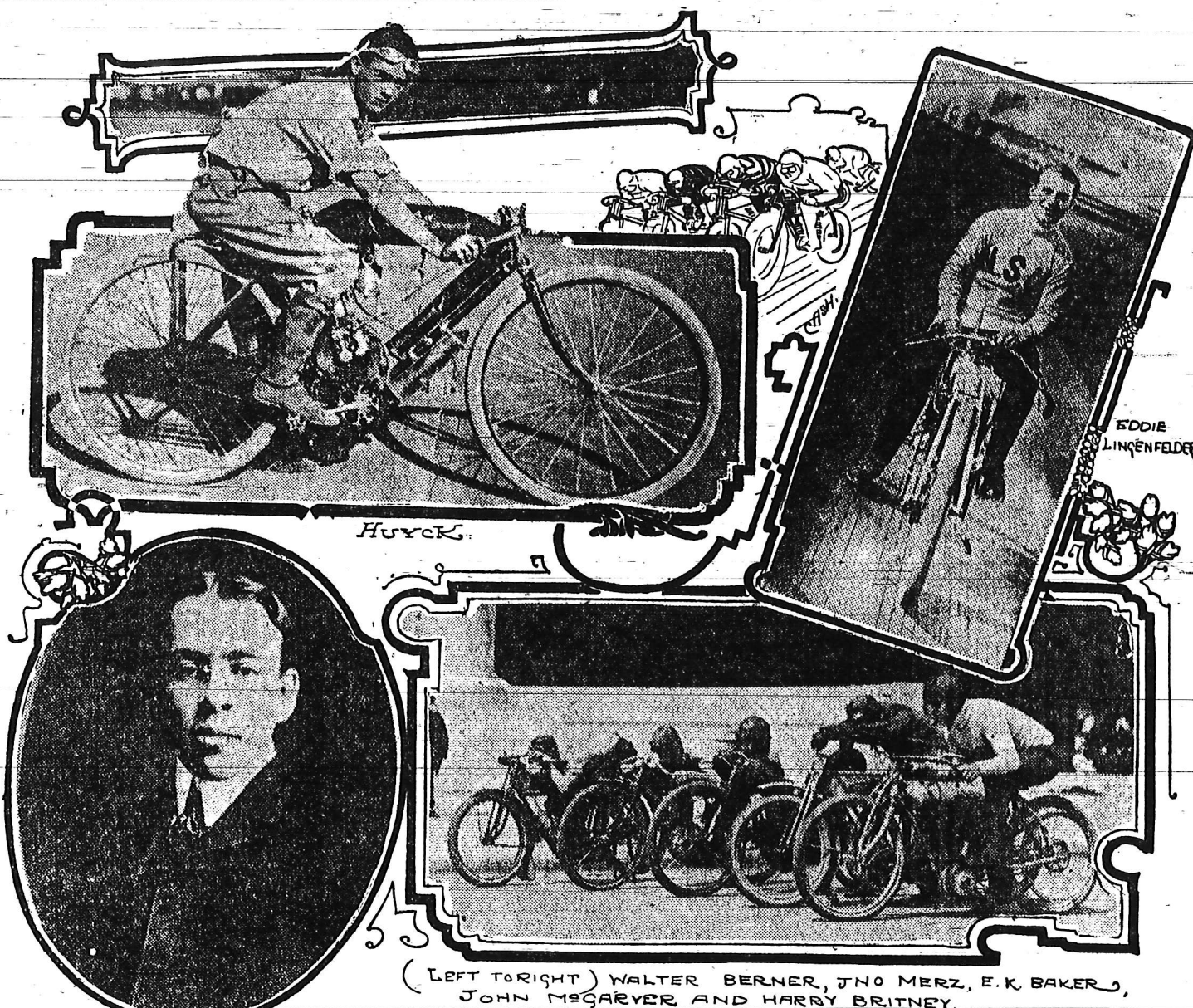


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Motorcyclists Prepare for National F. A. M. Meet at Motor Speedway.



HUYCK

EDDIE LINGENFELDER

(LEFT TORIGHT) WALTER BERNER, JNO MERZ, E. K. BAKER, JOHN MCGARVER AND HARRY BRITNEY

EARL L. ORINGTON PRESIDENT F.A.M.

GORE IS TENNIS CHAMP LEADS THE ENGLISH EXPERTS

GREAT BRITAIN AUTHORITY PRAISES GAME PUT UP BY TITLE-HOLDER AND REGARDS IT AS "OLD SCHOOL" TRIUMPH.

NEW YORK, July 31.—A. W. Gore is again champion of Great Britain in tennis. Referring to his victory this year one of the best tennis authorities in England says: "The men's singles, the 'blue riband' of the game, is once more in keeping of last year's winner, A. W. Gore. The result may be taken, so far as methods are concerned, as an 'old school' triumph, just as the victory of Norman Brookes two years ago was a triumph for modern service methods. Gore is a baseline expert. He has a plain, old-fashioned service, which differs only from the generality of such services in the fact that he delivers it from the corners of the court, a simple looking expedient, but which adds a certain amount of difficulty to the hitting of strokes up the

In the direction of the four winds motorcyclists are preparing to take part in the national motorcycle convention to be held in this city during the week of Aug. 9. Races, endurance runs and trial tests will be featured, along with business and pleasure gatherings by the members of the F. A. M.

Local riders are getting the art of whirling over the earth bent double over a throbbing, whizzing machine down to a fine point.

Eddie Lingenfelder of Alhambra, Cal., is one of the big stars who will race here. Recently he gave the following description of the sensations caused during a race:

"I will venture to say that the spectator watching the race feels a much keener thrill than does the man riding. The racer, because of the close application he must give to his work, has but little time to devote to analysis of his sensations. The element of danger which always accompanies excessive speed must be entirely overlooked by the successful racing man. In my own experience the idea of danger has never appealed to me, until long after that danger is past. The ordinary man can not grasp the idea of the tremendous speed at which a rider travels, until he realizes that in a single second a racer travels from 88 to 135 feet.

"Taking the turns at this rate of speed on a saucer track requires perfect control, not only of the machine, but the rider as well. It must be remembered

that it is a physical impossibility for the rider to steer his machine by the handlebars, when going into the turns, for here if ever he must be a part of his machine and changes direction by throwing the weight of his body to one side or the other.

"My first thought in a race is to win, and I might say only thought. In a recent race in Los Angeles, in which I was compelled to lap the other contestants, I was forced to ride directly into the smoke thrown off by their machines, a smoke so dense that I could not see the other riders. I confess I wondered for a moment where I would land if one of them got in the way, for there is, no stopping a racing machine until it hits something or the engine runs down, for there is no brake.

"I believe that the rule requiring a rider to pass another on the right, unless there is sufficient room on the pole, to be a dangerous ruling, and I know it prevents a higher speed being attained. This rule should be changed so as to compel a rider to pass another on the right at all times. For example, three riders on the track, two going a mile a minute and one going about ten seconds faster, one of the mile-a-minute riders is riding on the pole line, and the other man almost at the top of the track. Imagine the doubt in the mind of the faster man trying to go by, not knowing when the man at the top of the track will make up his mind to try to come down to the pole. I also believe that a man who rides higher on the track than is necessary should be disqualified."

PLANS FOR BIG MARATHON

them. Thus far the plans for the holding of the big event are somewhat hazy, but the promoter says that it will not be long before they are definitely outlined.

FUTURITY WORTH \$30,000 PROMISES TO BE GREAT RACE

EVENT SCHEDULED TO TAKE PLACE AUG. 30 WILL BRING FINE ARRAY OF YOUNGSTERS BEFORE THE BARRIER.

NEW YORK, July 31.—While the Saratoga Special and the \$30,000 Hopeful Stakes will doubtless bring together many of the best 2-year-olds, the Futurity, as usual, will be the supreme test. The Futurity will be run on Monday, Aug. 30, which will open the fall season on the Metropolitan Circuit.

This famous classic will be worth about \$30,000 gross this year and the eligibles include many youngsters of unknown quality. Entries closed for this Futurity on Jan. 2, 1907, with 954 nominations, of which 333 are void, \$29 declared at \$10 each, eighty-three at \$20 each, fifty-six at \$30 each and twenty-four at \$70 each. Of the remainder about seventy will forfeit an average of \$100, while starters must pay \$350 extra, the Coney Island Jockey Club adding \$10,000. The weight conditions, as usual, call for penalties and allowances, with the distance six furlongs, straightaway.

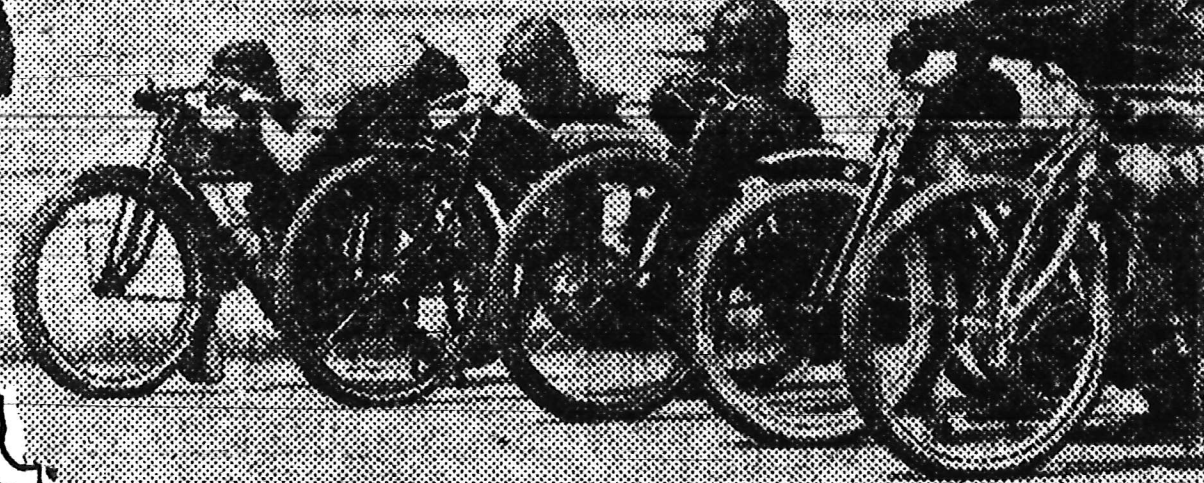
A Revelation in the Art of Stogie Manufacturing

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RACE

CALIFORNIA GELLES VALLEY

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