

DRIVING SEASON COMES TO AN END

Hogan's Mount Falls During Potato Contest and Rider Narrowly Escapes Injury—Welcome Mac Wins Free-for-All Race

Alternating the lead during three successive heats, George W. Ford's Burnt and M. B. Mosher's Elk fought a desperate battle in the 2:20 trot at the first meeting of the Los Angeles Driving Club's racing season yesterday afternoon.

As a successful closing to an unusually propitious season yesterday's card could hardly have been excelled with the class of horses which are at the disposal of local harness men.

Manifest interest attended every event on the program and in several instances the horses finished in such order that a decision from the judges was eagerly awaited.

When the announcement went forth from the officials that Toughnut had finished second, ahead of Rondo, in the second heat of the 2:20 pace, a decided buzz of dissatisfaction drifted about the stands.

In the 2:20 trot Burnt barely managed to shove under a neck ahead of the Elk after a heart breaking drive throughout the race.

The Elk turned the trick in the second heat. The third go resulted in giving the race to Burnt when the Elk broke twenty yards from the wire after a perfect run during the early part of the contest.

Welcome Mac Wins
Welcome Mac added more laurels to his already long string when he outdistanced the game little Bonnie Ailee in two straight heats.

Altogether another good try in the second heat, but Mac crossed first by a comfortable lead, with Lohengrin also pacing.

Rancho Del Paso and Gladys M. were the contestants in the 2:30 pace, Rancho winning in straight heats. Silk Jim led to the half in the opening heat, but tired badly and was passed by every horse in the race.

Glady's took the lead in the second heat and it was a pretty race, with the Myers mare leading to the half. Just before the post Rancho broke, but recovered and passed Gladys, leading to the stretch and winning by eight lengths.

The second race was a repetition of bad breaking throughout the three heats which were required to decide the winner. Billy B. eventually won, and probably fairly, on the outside and owing to the drive to which he was subjected when the reinsman, evidently thinking Welcome Mac, which was working out, was a participant, made an endeavor to overtake the fast going pacer.

In the second heat Billy assumed the lead, but broke twice between the quarter and half. Claval led into the stretch and looked the winner, breaking the seven eighths pole. Billy B. had crept up on the outside and was coming fast. A groan emanated from those who had anticipated a decisive victory when the Raynard gelding broke again at the final sixteenth, allowing Goodwood to flash under the wire first.

Tom Green had everything his own way to the stretch in the final heat. Billy was strong, however, and flew past at the sixteenth, winning easily.

Close Decision Rendered
Henry N. was sufficiently speedy to capture the 2:30 pace in straight heats. Rondo and Toughnut divided second and third honors, the latter breaking place in the first heat, while Rondo under crafty driving nosed out Toughnut in the second go.

After many false starts Danube and Queer Knight got away in the free-for-all. Queer Knight broke and was drawn up immediately after rounding the first turn in the initial heat. He made up at least fifteen lengths, though Danube sped under an easy winner.

The second heat also went to Danube with little exertion. Knights of the potato were next on the program and provided a hilarious time during their regime. The spectators enjoyed the sport, which resulted in numerous incidents bordering upon the ridiculous.

Table listing names and times for various races, including 'Hogan's Mount Falls' and 'Welcome Mac'.

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ANTICIPATE EXHILARATING EXPERIENCE

Every Detail Has Been Provided for Comfort and Enjoyment of Those Participating in Endurance Contest

"Around the Kite" run continues to be the topic of interest among local automobile enthusiasts, and judging from the number of entries which have thus far been made starters will experience a strenuous time on the morning of the get-away.

Leon Shattell returned yesterday from a second trip of inspection and reports that everything has been arranged for pleasant sailing, once the cars are under way.

An ideal route has been selected and every detail arranged for the comfort and convenience of those participating. The machines will run through some of the finest scenic thoroughfares of Southern California and over many of the smoothest roads of the south.

The White garage, to which additions have recently been made, is now the largest in the southwest, with a floor space of 16,000 square feet. The establishment extends from Broadway to Spring street and provides ample accommodation for the sales and transient trade.

A carload of the Pope-Tribune was received by the Phillips Motor Car company yesterday and another shipment is due to arrive in the early part of the week. The machines have experienced a good sale during the season and orders are filed for cars which are to arrive in this week's shipment.

Smith & Anthony, agents for the Elmore machine, delivered two carloads of three cylinder cars during the past week, all having been sold prior to the shipment. The Elmore company will enter ten cars in the endurance run "around the kite."

The rules and condition of the endurance run follow:
1. Cars will assemble with passengers ready to weigh in and start on the morning of June 29, at or before 7 a. m.

2. The exact route as laid out and published shall be followed all the way, day after day, to the best knowledge of all drivers. But when a car gets off the main road at any point accidentally and no desire or intention to cut the road is shown it shall not be penalized.

3. Each car will leave the first control with a score of 1000 points. One point will be scored against each car for each minute or fraction thereof lost, with exception of the troubles. The total of all points lost will be deducted at the finish of the endurance run from the 1000 points with which each car starts. Repairs or adjustments made in a control or on the road must be made in the presence of the referee and will be penalized. All repairs or adjustments while car is in motion must also be penalized.

4. All cars must stop and register at each control and the observer's score card must bear signature of the driver of each control with time of arriving and departing from said control. No car can leave a control until given the signal by the control judge.

5. Each entrant shall fill out entry card fully and give all details asked for. Entrant shall not hold the Automobile Dealers' association of Southern California nor the management responsible for accidents, thefts from cars or any injury to cars which will be at the risk of entrants as though on private tour or run.

6. Each car shall prominently display endurance run number on each side during the whole run. Said number will be permitted to carry the name of said car on both front and rear. Said name to be in letters not over four inches high and said sign or banner shall contain absolutely nothing but the name of the car.

7. First class certificates will be given to all entrants who finish the two days' run and cover the exact route of all the divisions for completing the run who have not lost more than 25 points out of the 1000 with which he started.

8. At the start each car will start with a full supply of gasoline, water and oil. Each entrant must specify the amount of gasoline contained in the tanks of said car upon starting. False entry may result in disqualification.

9. First division of cars will stop at Redlands and second division at Pomona for luncheon. Cars will be started in order of entry.

UNWEARABLE RACE IS UNPARALLELED

GRAND PRIX AFFAIR DOES NOT EQUAL AMERICAN CONTEST

But Three Countries Will Be Represented in Foreign Race, While Six Nationalities Are to Participate in American

With only three countries represented, this year's Grand Prix race in France hardly compares favorably with our own Vanderbilt cup race, in which five or six countries will be represented.

While there is a representative entry list of French cars in the Grand Prix, Germany, with three cars, and Italy, with six cars, are the only outsiders in the race.

As a matter of fact, only nine of the thirty-four machines entered in the contest are manufactured outside of France, so it would be a matter of surprise if a French car did not win the cup.

The race will be run over a course in the Province of Sarthe, in France, on June 26 and 27. Under the rules, each maker is limited to three cars. All have taken advantage of the full limit except three. The Greigore and Vulpes makers will start two each, and the Gobron people but two. This will cut down the field from thirty-nine to thirty-four.

The racers will be started practically full team having a representative in each, and each division having the same order of start so far as makes go. The race will be run on two successive days, the idea being to eliminate the weaker drivers in a final fight and to double the distance to be traveled.

In the first division will be the pick of the big flyers. The leading quartet, in order of starting, will be Gabriel, Lancia, Sizs and Hemery, with Baras, Jenatton and Rigoly at their heels. Of the entrance Greigore, Lancia, Sizs, Hemery, Teste, Jenatton, Clement, Baras, Duray and Tart have all been competitors in our own Vanderbilt cup races.

The only American contestant in the first division will be Elliott Shepard, jr., who will pilot a Hotchkiss. The races will start at 6 o'clock in the morning, and the cars will be sent away at minute and a half intervals.

The contestants, their cars and the order of their start will be:
1. Gabriel, De Dietrich; 2. Lancia, Fiat; 3. Sizs, Renault; 4. Hemery, Darracq; 5. Baras, Brasler; 6. Jenatton, Mercedes; 7. Rigoly, Gobron; 8. Cagno, Italia; 9. Tave-witch, Teste; 10. Panhard; 11. Barriaux, Vulpes; 12. De Dion, Hotchkiss; 13. Clement, Bayard; 14. Rougier, De Dietrich; 15. Nazarro, Fiat; 16. Edmond, Renault; 17. Wagner, Darracq; 18. Brillier, Brasler; 19. Mariaux, Mercedes; 20. Fabry, Italia; 21. De Bosh, Greigore; 22. Gagnon, Italia; 23. Saleron, Hotchkiss; 24. Villemain, Clement-Bayard; 25. Duray, De Dietrich; 26. Welleschott, Fiat; 27. Richez, Renault; 28. Henriot, Darracq; 29. not chosen; 30. Florio, Mercedes; 31. De Caters, Italia; 32. Tart, Panhard; 33. Shepard, Hotchkiss; 34. De la Toule, Clement-Bayard.

FAMOUS EXPERT TALKS OF SPEED
THINKS DRIVERS SHOULD PASS EXAMINATION

Col. Pope Thinks That Rigid Laws Would Exclude Possibility of Innocent Motorists Suffering from Minority

Proper auto legislation has no better friend than Col. Albert A. Pope, president of the Pope Manufacturing company. Few men have given the subject more attention than he and few are so well qualified to speak with authority on the subject.

He believes that "reckless driving" in the term that has been much misused and has been made available in altogether too broad a manner. What is a reckless state of speed in one place is not in another, and then, too, the driver himself should be taken into consideration.

What would be a reckless rate of speed for the driver who is always taking chances and who is never cautious would not be a reckless rate for a skillful and alert person. This being so, Col. Pope believes the term "reckless driving" is used very indiscriminately.

Col. Pope is in a position to know what reckless chauffeurs and owners are in a large minority, and that the great majority of owners and drivers are careful and competent and have a proper regard for other people's rights.

TO MOVE CIRCUS IN TRAIN OF FORTY AUTOS

EASTERN SHOWMAN TO DODGE RAILROAD CHARGES

Capitalized at \$200,000, New Venture Will Give Exhibitions With Machines That May Be Turned Into Tableau Cars for Parade

Special to The Herald.
LOCK HAVEN, Pa., June 23.—John T. Welsh, showman, was in this city yesterday and says that next season he will travel exclusively in automobiles.

A company capitalized at \$200,000 has been formed in Philadelphia to finance the enterprise and forty large motor cars are being built to transport the paraphernalia and animals. No horses are to be used, except in the ring.

Twenty of the motor cars will be built as cages for the menagerie, one for the callopo and two for the muskies. The remainder will haul canvas, poles, performers and equipment. All cars to be constructed so they can be transformed into tableau cars for parade duty.

The advance brigade will also travel by the same method. Excessive rates charged by the railroad throughout the country, Mr. Welsh says, make the project feasible.

AMERICANS RAN GALLANTLY
Pierce Had Many Obstacles to Overcome in Herkemer Automobile Tour

That an American car should fall to land among the first ten in the Herkemer automobile tour in Germany and Austria is not surprising when the conditions are considered.

Used to American roads, good, bad and indifferent, and incomparable with the "sandpapered" highways of the fatherland, Percy Pierce was handicapped at the start. The conditions of the contest, too, were different from any he had known, including not only the fact that he had to travel in a hill climb but itself but sprint races and a hill climb.

Then he was pitted against the best automobiles in the world, but still he came through with a perfect score, showing that as a driver he ranks with the cleverest and that American made automobiles are rapidly forcing their way to the front.

Even if Pierce failed to get placed he had the satisfaction of knowing he is no worse off than the English, French and Italian drivers, for the first three cars of the contest were German manufacture. The lesson he must have learned in his week's experience cannot help but be of value not only to him but to the entire American trade, for the contest must have pointed out the weak spots in the German automobile and the fine workmanship of the foreign built cars, framed for the careful attention given to details.

WILL HAVE MINIATURE RACE
Chicago Automobilists Form Plans Which May Result in Unique Contest

Chicago Automobilists Form Plans Which May Result in Unique Contest

Chicago is to have a miniature Vanderbilt cup race this September if the plans formulated last week by the racing board of the Chicago Automobile club are carried out.

It is proposed by the racing board to hold a 200-mile road race, starting from Libertyville and going over a triangular course of twenty-five miles, thus making eight laps over the road. The course will be oiled with westrumite, so there will be no dust, and danger from this source will be obviated.

Ample race protection will be provided, and the general rules and regulations of the Vanderbilt race will be followed. The prize to be contested for will be the Farson cup, which will be given by President Farson of the Chicago club, and also president of the American Automobile association.



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