

### DAREDEVIL BRAGG WINS WILD RACE

Amateur, Well Known Here, Goes Through Fence Twice but Captures Contest

### MANY FINISHES ARE CLOSE

De Palma and Robertson Hook Up and Each Scores a Victory

**[Associated Press]**  
BRIGHTON BEACH, July 23.—C. S. Bragg, the amateur driver who has defeated Barney Oldfield, won by sheer grit today one of the most daring automobile races ever seen on the Brighton Beach.

In the sixth event, a five-mile for amateurs only, Bragg, driving his own Fiat, skidded on the turn into the home stretch, slowed broadside into the fence, dashed through it upon the green, turned on his power when he found he was still on four wheels, broke his way through the fence to the track again, and then by a furious drive regained all of his lost distance and finished first in the phenomenally fast time of 4:46 3-5.

Ralph de Palma and George Robertson, old-time rivals, fought it out again, the first in a flat, the second in a Simplex. De Palma won the ten-mile event handsly, allowing Robertson to pass him, and then putting on more power when it was needed. In the special match Robertson took his revenge in two straight heats.

In the second event, at ten miles, there were two entrants, a Cole Thirty, driven by "Bill" Endicott, and a Patterson, driven by H. A. Neely. Endicott won by a third of a mile. Time, 11:22 3-5.

At the start of the third event the De Palma-Robertson match race, Robertson was compelled to stop because of tire trouble.

In the fourth event, ten miles, the Marton, driven by Louis Disbrow, won; S. P. O., driven by S. E. Wishart, second; S. P. O., driven by John Juhase, third. Time, 10:55 2-5.

**ROBERTSON WINS HEATS**  
Fifth event, ten miles, won by R. E. Beardsley, driving a Buick; Leo Dirmore, driving a Chalmers, second; Leo Anderson, driving a Midland, third. Time, 10:52.

Sixth event, five miles, amateur owners to drive, won by C. S. Bragg in a Fiat; James Deig, in a Simplex, second; R. E. Beardsley, in a Buick, third. Time, 4:46 1-5.

Seventh event, ten miles, won by Ralph de Palma in a Fiat; George Robertson, in a Simplex, second; Stanley Martin, in a Houp Rockwell, third. Time, 10:25.

Eighth event, ten miles, won by C. S. Bragg in a Fiat; Louis Disbrow, in a Knox, second; Leo Anderson, in a Midland, third. Time, 10:9 1-5.

George Robertson won his race from De Palma in two straight heats, the first of which was at five miles and the second at two miles. Time: First heat, 4:41 3-5; second heat, 1:49 4-5.

Ninth event, one hour race for any car that ever competed in 24-hour races—Simplex, George Robertson, 53 1/2 miles; Marion, Louis Disbrow, 53 miles; Palmer-Singer, Harry Cobe, 52 miles; Cole Thirty, Bill Endicott, 51 miles; S. P. O., John Juhase, 49 miles; Croxton-Keeton, W. C. Spenny, 48 miles; Houp-Rockwell, Stanley Martin, 43 miles.

**Notice to Doctors**  
The exhibit of X-ray and high frequency coils by the Scheidel Western Coil Co., at 500 Auditorium Building, is the most complete ever shown west of the Mississippi. Physicians are invited to see the apparatus demonstrated. Complete catalogue for the asking.

### UNLICENSED CARS MAY NOT COMPETE

Expect Licensed Dealers to Have Charge of Santa Monica Road Race

### A. A. A. POSTPONES SANCTION

National Body Delays Action Until Number of Classes Is Decided

Notwithstanding announcement was made some time ago that the proposed Santa Monica road race in September had been sanctioned by the A. A. A. as an "invitation" affair, there is good reason to believe that the race has not as yet actually received the official imprimatur of the national body governing automobile races, as no such action can be taken until it is decided into how many classes the race will be divided, and this it is learned from reliable local sources, has not been determined upon by the local governing board of the Los Angeles Licensed Dealers' association, under whose auspices the race is to be held.

The first closing date for the race was July 20, and the following entries had been received up to that time:

Heavy car class—Lozier, entered by Nash & Fennimore, driver Teddy Tetzlaff; Pope-Hartford, entered by William R. Russ Auto company, driver Bert Dingley; Knox, entered by Doerr-Brown Motor company, driver, Joseph Nickrent; Columbia, entered by Bireley & Young, driver name not given; Apperson, entered by Leon T. Shettler, driver, Harris Hanshue; Buick, entered by Howard Auto company, driver, name not given.

Medium car class—Mercer, entered by the Mercer Auto company, driver, C. H. Eglar; Pope-Hartford, entered by William R. Russ Auto company, driver, Bert Dingley; Buick, entered by Howard Auto company, driver, name not given.

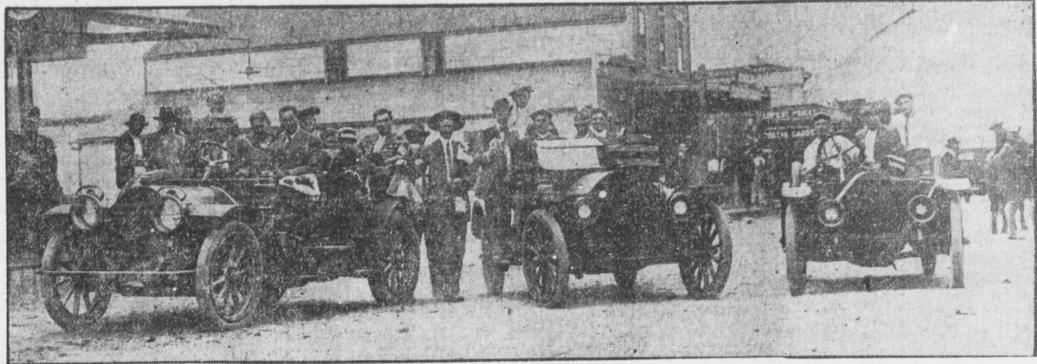
Light car class—Franklin, entered by R. C. Hamlin, driver, Guy Irwin; Chalmers, entered by Western Motor Car company, driver, Bert Dingley; Regal, entered by Big Four Auto company, driver, Roscoe L. Anthony; Buick, entered by Howard Auto company, driver, name not given; Maxwell, entered by Maxwell-Briscoe-Los Angeles company, driver, name not given.

Several disagreeable complications have arisen since the race was first announced. The innovation of an "invitation" race has not been taken to kindly in some quarters, for it simply means the elimination of several cars that would like to contest but cannot do so as they will not be asked. Naturally as it is a race conducted by the licensed car interest, unlicensed cars cannot be asked to compete. And it is also true that there are other licensed cars in the local field that cannot compete, as the interested agents are not members of the Licensed Dealers' association, and it is understood that it would be of no avail if they were admitted to membership now, as the association's by-laws demand that any entrant must be a member at least six days before a meet to be enabled to enter cars, and there is not sufficient time now, as the race is scheduled for September 25.

There is nothing un-fair in this, as the same rule was adhered to last year. But in the interest of a big entry list and a decidedly "class" contest it would please the public if the local governing board would set the date a week or so later than these conditions might be met, inasmuch as the official sanction has not yet been received and no interference with national racing work would be interfered with.

Another feature of the race commented on is that only California drivers are eligible, though several former prominent eastern drivers are now in the city but have not been here long enough to have acquired a legal residence.

### Amplex, Kisselkar and Badger Machines; and Newspaper Representatives Who Motored to Tia Juana Last Week



This rule also was adhered to last year, and while the present condition may be unfortunate, it might not be the best policy or practical to remedy it, for as one member puts it, that it would only mean continued changes each year to meet some new conditions that might arise.

As the Santa Monica race originated and was intended for a strictly California proposition, the public cannot in the province of the inside management of club affairs. But the actual conditions of the race itself that enter into the elements of true sportsmanship can be taken cognizance of by the public, particularly where new rulings may be adopted that apply solely to the one race. And that at least one such new rule has been promulgated by the racing board that has brought disension is vouched for by the protest entered against it by Leon T. Shettler, the winner of last year's race, inasmuch as this ruling bars the same Apperson car from competing in this year's event, and as Mr. Shettler claims that the trophy he won is understood to be and is a perpetual trophy, his car should have the privilege of defending its title. And it certainly has always been customary in every line of sport that the winner of any event has the privilege of defending the prize he has won.

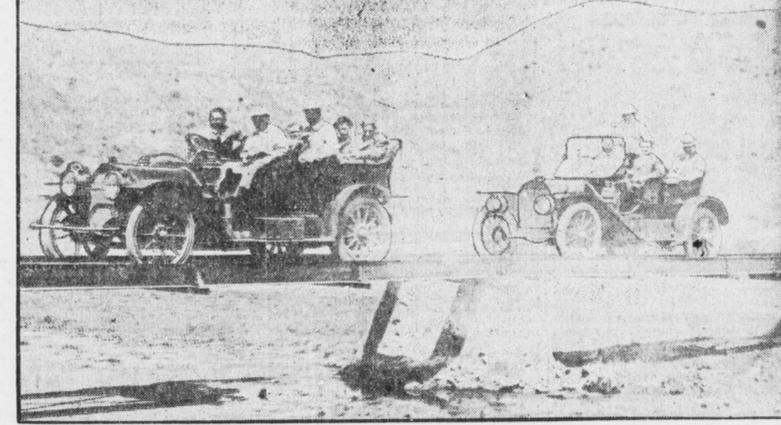
We herewith reproduce Mr. Shettler's letter to The Herald bearing on the subject:

"I call your attention to rule No. 1 in the entry blank for the Santa Monica road race.

"This rule states that this race will not be open to anything except 1910 or 1911 chassis. I am handing you herewith copy of letter, which contains my entry to the Santa Monica road race, which is self-explanatory, and I think covers the case fairly well.

"I consider the action of the committee a deliberate slap in the face, and I certainly resent their attempt to keep the Apperson out of the race. While it is true that I have no idea that they intend carrying out the race, as they seem to be doing everything they can to kill it, yet I am making a statement to you positively that they will have a hard time holding this race if I point out the fact that their position in this matter is entirely uncalled for and inconsistent. In the first place, it has always been generally understood among the trade that any car entered in this race had to be the personal property of the entrant to the race, and when we stop to consider that there is not a dollar in it for any one to win the race, doesn't it appear rather foolish to make a rule which necessitates buying a new car for each year's race? I probably am no worse off financially than the majority of the trade, and yet I do not feel able to make an outlay of this amount of money every September for the purpose of entering the car in a race where we cannot make a cent if we win it. This race cost me close to \$2000 last year.

"Dick Ferris is the donor of the big



CROSSING A CHANNEL IRON BRIDGE IN STALLED BY THE SOUTHERN CALIFORNIA AUTO CLUB NEAR SAN DIEGO

\$1000 trophy, which is commonly supposed is going to be put up for the big car race. Mr. Ferris and myself should have a little to say about these matters. I presume this is the only committee ever known to automobile sport who took it upon themselves to make such arbitrary rules without consulting the wishes of the donors of the only trophies ever offered for the race. "Yours very truly,"

"LEON T. SHETTLER."

It is hoped that the Santa Monica race this year will surpass that of last year in interest, as the time then made was the fastest for such a long route ever made on any course, and with the steadily going on, in all probability the time could be lessened this season.

It is more than likely that the list of entries to date will be increased, as there is a second closing date, September 1, though the entrant is subject to a higher entrance fee for the privilege of withholding his nomination to the last minute.

It is understood that the majority of the local racing board are now out of the city, and it is hoped that all contentions may be satisfactorily adjusted on their return.

Suit was brought against the Northern Manufacturing company of this city and also against the Auto Motor Equipment company by Charles H. Twitchell, inventor of the Twitchell air gauge, for infringement of his patents, and demands also, an accounting for any sales made by these firms. Mr. Twitchell intends to bring similar suits against others who are infringing upon his patents, and states that he will prosecute every one who so infringes to the fullest extent of the law under his rights.

### MAKE PLANS FOR RACING CARNIVAL

Indianapolis Motor Speedway May Secure Annual National Military Maneuvers

With plans for the motor racing carnival the first week in September and the balloon championships in the same month practically completed, the management of the Indianapolis motor speedway is looking forward to the 1911 season. A tentative schedule has already been arranged. This list of events consists chiefly of the big attractions which the speedway will go after, but in most cases the promises received already indicate that the great speedway course will be very successful.

The national military maneuvers will be held on the speedway grounds if it is possible to secure this important event. The local racing plant is an ideal ground for holding these maneuvers, and officers from Fort Benning, Harrison, who have inspected the local grounds are free to declare themselves that the plant is superior to any other place in the country for holding the great military exhibition.

This event attracts each year over 2000 troops, who are drilled in the various formations and mock war events for ten days. No gate admission is charged and a small fee for grandstand seats will be asked by the speedway management. The Commercial club, "Boosters' club" and other organizations and merchants will be asked to co-operate with the speedway in bringing the national military meet to Indianapolis.

In addition to the automobile races, aviation will be an important feature next year. An effort will be made to land the international aviation tournament at which every man-bird of note will participate and real contests will develop. The speedway wants to assume the lead in the promotion of all great outdoor contests and amusements, and the aviation events on the 1911 calendar will be greater than any ever held before.

The reputation of the speedway for automobile racing, it is thought, plus the rich prizes in cash, plate and trophy, and the ability to handle as well as attract the crowds, will, it is thought, make it comparatively easy to bring the great classics of the motor racing sport once again to the Hoosier course. Already there is foundation for the hopes that the national championships and the Cobe will again be held at Indianapolis.

President Carl G. Fisher of the speedway is negotiating now with the Brennan monorail people to bring this modern twentieth century device and a train of gyroscope cars to the speedway some time during 1911. This system, which permits a train of heavy, wide-gauged cars to speed swiftly over a single rail, is considered a possible revolutionizing force in modern transportation.

A national outdoor show, including both automobiles and aviation exhibits, as well as other advanced vehicles for fast transportation, will be sought. Should the 1911 Glidden tour materialize, the speedway will work in conjunction with the other Indianapolis concerns to have this event start from the speedway grounds.

The 1911 program of events on the Indianapolis motor speedway promises to be every bit as varied and even more entertaining than the wonderful races and aviation events which were staged during the 1910 season.

### TO START ON NORTHERN TRIP TO PLACE AGENCIES

Great Western Manager to Make Demonstrating Tour

Coast Manager Vogel for the Great Western cars starts Monday for a long trip north to place agencies, and incidentally clean up any records lying around loose between points visited.

Vogel goes in the demonstrator, and Stone takes the racer along that recently won the Chanslor & Lyon trophy for the Los Angeles-San Diego run. Incidentally this cup was turned over to Mr. Vogel Saturday.

Vogel sees great possibilities for the Great Western on the coast next season and a particularly large agency will be opened in San Francisco, but the local business during their absence will be looked after by the Horrie-Brooks company, who are quartered in the same building and have the agency for the Parry car.

The vulcanizing and repair department of the W. D. Newert Rubber company inaugurated the early closing hours for that department, commencing with yesterday. During the summer months the department will be closed at 1 o'clock Saturdays instead of at 5:30 as heretofore. The store will remain open until 6 p. m. as usual.

### SAN DIEGO PRESS CLUB ENTERTAINS

Show Visiting Brethren and Auto Men Good Time at the Bull Fight

### SEÑOR ROBLES GIVES DINNER

Distinguished Spanish Matador Acts as Host to Motor Experts and Scribes

Hats off to the San Diego Press club, the liveliest bunch of wires that ever set the sparks going in motordom history of Southern California. At the request of these good scouts a bunch of Los Angeles newspaper men journeyed to the Tia Juana bull fight last Sunday, and the way the San Diego boys put up good things for their guests puts a crimp in everything that was ever pulled off in our Angel city to entertain visiting scribes. And it is not out of order to ask why Los Angeles has not a press club worthy of the name. Combined with the entertainment on American soil, the man who holds a certificate from the king of Spain as the greatest bull fighter in the land of matadores—Senor Robles—is a prince of entertainers, both to the crowds who witness his exhibitions and in social life to the friends he wants to favor.

Last Sunday morning, just as day was breaking, three automobiles loaded with newspaper men, automobile men and representatives of two local theaters started on a joy ride that was a continuous succession of pleasure for more than forty-eight hours.

The party was composed of the following: American Simplex car—W. O. Williams, manager of the Los Angeles branch; Jay Barnes, press representative for Sullivan & Sons; R. C. Cole, staff photographer of The Herald; Lev A. Spalding, business manager for the Peris Hartman Opera company; Chester Tucker, of The Herald; I. M. Dunn, the oil magnate, and Harvey Herrick, driver of the machine.

Badger car—Manager Bird of the Southwestern Auto company; R. C. Korsons, representing the Standard Oil company, and C. B. Scobey of the Tidewater Reform Journal.

Kissel Kar—William Huntington Wright, of The Times; Paul Gylstrom of the Associated Press; Attorney Gertz of Milwaukee, and C. L. Leppo, driver of the car and manager of the Kissel Automobile company.

The party were personal guests at the arena of Senor Robles, who entertained them at a Spanish dinner before the fight, and later presented each with a handsome Mexican blanket with his compliments. The visitors were the guests of the San Diego newspaper men at dinner at 5 o'clock, presided by genial "Van," sporting editor and dramatic critic of the Union. Covers were laid by Harry Rudder in the Union cafe, the long table being artistically decorated with cut flowers. During the meal special music was rendered for the visitors, several of the selections being particularly appropriate. This was especially true of the Toreador song, by Bizet, which was played when Senor Robles joined the party.

After dinner the visitors went to the Garrick theater, where they met Charles King, most of them being his personal friends. Manager J. M. Dodge then took the bunch in hand, placing two boxes at their disposal. Richard O'Neill and Jack Finn were especially invited guests at the dinner served at Rudder's.

Mr. Leppo drove his car up to the Union building just seven minutes behind Mr. Herrick. En route south the two cars ran into a rain storm, the occupants getting well soaked.

The visitors enjoyed the fights, especially the work of the three matadors. (Continued on Page Two)

**K**NOWLEDGE IS POWER and experience is both the mother of knowledge and its best teacher. Eleven years' practical manufacturing experience places the Knox Automobile Company among the very few pioneers who struggled to place the motor car in the successful position it now occupies. And it taught its valuable lessons as no other method can teach—lessons that are of the utmost value to the company and its patrons.

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