

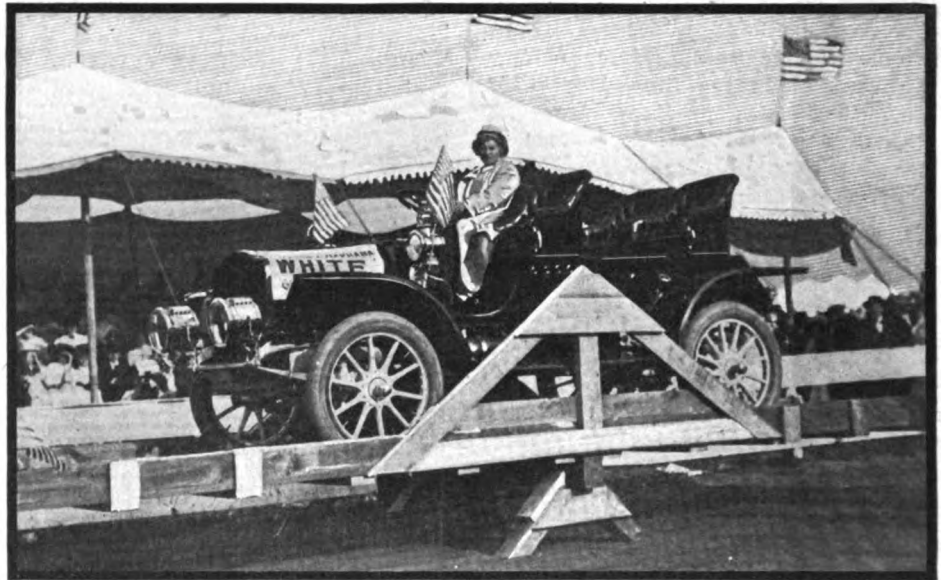
## MANY SEE GYMKHANA

### C. A. Tilt in Diamond T Winner of Chicago Motor Club Event at Wheaton County Fair

Chicago, Aug. 28.—Fifteen thousand people witnessed the gymkhana run by the technical board of the Chicago Motor Club at the Wheaton county fair Wednesday and between 400 and 500 motor cars were lined up on the grounds, showing the interest this novel sort of sport aroused among the society folk, who are either engaged in the promotion of the fair or are patrons of it. Nineteen of the twenty-two cars entered participated in the contest and the winner turned up in C. A. Tilt, manufacturer of the Diamond T, who drove his roadster and made a creditable showing in each of the seven classes.

It might be explained that the Wheaton county fair is not of the usual sort. It is an annual event which is promoted by wealthy people who have their country homes in and around Wheaton, and it lasts a week. Wednesday was set aside as motor car day and the Chicago Motor Club asked to furnish the entertainment, which it did most successfully. There were two divisions, one for gasoline cars and the other for electrics. The latter failed to fill, however, Mrs. F. A. Babcock, Jr., in a Babcock electric, being the only participant. Mrs. Babcock, however, went through the various stunts and finished with credit to herself and the car.

The fun started with an "economy" test, which consisted in sending the cars over a series of bumps, each driver carrying a glassful of wine, the "economy" angle consisting in seeing how much wine remained in the glass after the test had been completed. Tilt did best in this. At first it was ruled that the cars take the bumps on the high, but after the Diamond



MISS MILDRED PLEW, IN WHITE STEAMER, BALANCING ON TETER BOARD

T, Lozier and Pierce-Arrow had shown this was a trifle too strenuous the rule was changed and any gear was permissible. Next came the roulette. A huge revolving wheel with pegs on it was put up and each driver was given five rings to throw. The object was to ring as many pegs as possible. Here again Tilt surpassed.

The circus ring consisted of a suspended hoop through which the driver's cap had to be thrown and caught while the car was running on the high. Eleven of the contestants succeeded in doing this. The lancers was next, each driver being given a lance and compelled to wield it back-handed, spearing a series of rings. At this J. E. Plew in the White steamer did the best work, Vaughn in the Lozier being the only one to miss altogether. Then came the favors, a stunt which required each driver to stop his motor, jump out of the car, take off duster and cap, start his motor again, put on coat and cap, have a flower pinned on and start again, time

being taken while this was being done. Plew again excelled here. He didn't have any motor to crank, but he had to go through the motions just the same.

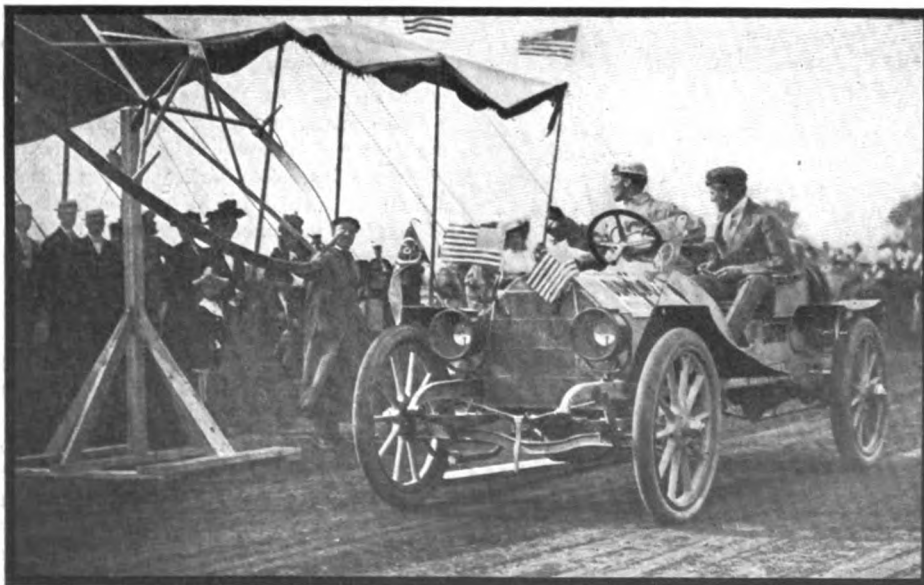
On the teter board seven of the cars succeeded in balancing as per the regulations, one of the successful drivers being Miss Mildred Plew in a White steamer. Her father also succeeded, as did the Pierce-Arrow, Cartercar, Winton and Crawford.

The affair wound up with the tea meeting. A series of posts had been erected. On the top of the first one was a box of cigarettes and the driver had to take one; then came a box of matches on the next post and one had to be taken out; lemons were next and on the fourth post was a glass of wine. The driver lifted this, and before he reached the next post took a sip and put the glass on the final platform. The final results of the gymkhana were as follows:

Car and driver—	Points
Diamond T, C. A. Tilt.....	50
White, J. E. Plew.....	34
Corbin, B. G. Sykes.....	29
Bulck, F. H. Moran.....	29
Stoddard-Dayton, Walter Smith.....	25
Chalmers-Detroit, F. Vaughn.....	25
Winton, J. F. Davis.....	11
Moline, W. J. Boone.....	9
Crawford, J. H. Seek.....	9
White, Miss Plew.....	11
Renault, Bruno Zobel.....	11
Pierce-Arrow, Paul Hofmann.....	22
Monarch, Paul Symonds.....	27
Ford, J. Vilas.....	31
Studebaker, B. C. Hamilton.....	35
Lozier, F. C. Vaughn.....	45
Cartercar, Ed Kahl.....	58
Great Smith, M. B. Beeson.....	73

Mrs. Babcock, in a Babcock electric, the only contestant in that division, finished with 5 minus, making a particularly good showing over the bumps and at the lancers. The crowd was particularly impressed with the driving of the two women, Mrs. Babcock and Miss Plew, and the applause was long and loud when Miss Plew gracefully balanced the big White Steamer on the teter board, something at which twelve others failed.

The society folk were delighted with the success of this novel entertainment



C. A. TILT IN A DIAMOND T. GYMKHANA WINNER, AT ROULETTE WHEEL.



MRS. BABCOCK IN BABCOCK, WINNER OF ELECTRIC DIVISION IN WHEATON GYMKHANA

and the technical board of the Chicago Motor Club was thanked for its efforts. The Wheatonites appreciated the affair so much they took time by the forelock and asked that the motor club again handle motor car day next year, when the technical committee will attempt to stage something more elaborate.

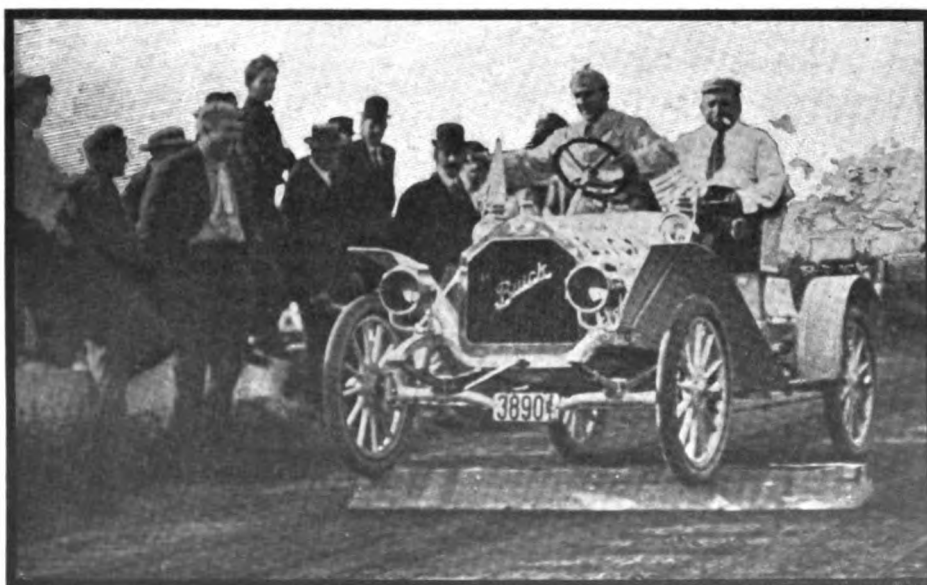
#### DEATH CLAIMS LOUIS KISSEL

Milwaukee, Wis., Aug. 31—Louis Kissel, president of the Kissel Motor Car Co., of Hartford, Wis., is dead, the result of an assassin's bullet. Mr. Kissel was shot in his office on August 20 by John Gerbier, a Polish employe, who had fancied grievances and gave Mr. Kissel no opportunity to hear them. Mr. Kissel lingered between life and death in the Milwaukee hospital here until Friday, when life ebbed away. Septic peritonitis was the immediate cause of death. Mr. Kissel was born in Germany on August 14, 1838. He came to Washington county, Wis., at the age of 19. Thirty-five years ago, having gained a competence on his farm, he moved to Hartford, the county seat, and with his sons established the city's first important industry, the Hartford Plow Works. He founded the Hartford Lumber Co., the First National Bank of Hartford, the Northrup-Tenteal Fur Co., the Hartford Electric Co., the L. Kissel & Sons Co., manufacturers of implements and vehicles, and lastly, the Kissel Motor Car Co., which has come to be the most important and largest industry in east central portion of the state of Wisconsin.

#### ALCYON WINS A CUP

Paris, Aug. 15—Driving at the rate of nearly 55 miles an hour, Barriaux landed the two-cylinder Alcyon voiturette the winner of the coupe de Normandie race, which was run today at Caen. The distance covered was 154.2 miles and the winner's time was 2 hours 49 minutes 25 seconds. There were ten starters, of which seven had already competed in the voi-

turette grand prix, at Dieppe, last July. These seven cars were the Alcyon, two Werners, two Gregoires, a Guillemin and an Aries. The other three cars were also Aries machines. The race was open to the following classes of cars: One-cylinder cars weighing, empty, a maximum of 550 kilos; two-cylinder cars of similar weight and four-cylinder cars weighing not over 700 kilos, empty. The maximum bore for single cylinder cars set at 110 millimeters for the four-cycle engines and 85 millimeters for two-cycle engines. For the two-cylinder cars the maximum bore for four-cycle engine was set at 120 millimeters and at 90 millimeters for a two-cycle engine. For the four-cylinder cars the maximum bore allowed was 85 millimeters; for a four-cycle engine and 60 millimeters for a two-cycle engine. The cars had to be equipped with their regular every day touring body outfit and were furthermore subject to sale after the race at the price given in the catalogs.



FRED MORAN IN BUICK, TAKING THE BUMPS AT WHEATON

## NINE IN LOWELL RACE

### Massachusetts' Big Labor Day Road Event Attracts Crack Lot of Drivers and Cars

Lowell, Mass., Sept. 1—Everything is now in readiness for the big road race to be held here next Monday. There were so many difficulties to be overcome that at one time it seemed as if the entries would not be very large, but by hard work on the part of President J. O. Heinze, Vice-President Frank S. Corlew and Secretary J. C. McKenna, of the Lowell A. C., everything was arranged satisfactorily.

There are now nine cars entered and they will be driven by men well known in racing history. Strang will be here driving an Isotta; Poole will have another of the same sort. George Robertson, who drove an Apperson, has been secured to pilot a Fiat, and Frank Lescault the Simplex. Two Knox cars are entered, one to be driven by Al Denison and the other by William Bourque. There are also two Buicks with R. Burman and C. S. Smith as drivers.

The entire course has been wired and with a large detail of policemen, supplemented by members of the militia in plain clothes, sworn in as deputies, there will be ample protection. The mayor of Lowell has been considering the plan of calling out the militia in uniform, and if it is necessary this will be done. The race will start at 10 o'clock, and as the circuit is but 10 miles long the cars will go around twenty-four times. A large grandstand is in course of construction, and this will be divided into three sections. Telephone wires have been placed about the course, and there are nine stations from which news will be sent to the grandstand.

The race has aroused a great deal of interest throughout New England and, coming on a holiday, it means an enormous crowd such as Lowell never before has had.