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Fred Wiseman Scrapbook

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[[newspaper clipping]]

IMMENSE THROG VIEWS TANFORAN AUTO CONTESTS

Stoddard-Dayton Machine Star of the Day—

1,000 Machines Journey to Racetrack.

By STUART GAYNESS.

BEFORE one of the largest crowds ever gathered at a race meet on this coast, the members of the Olympic Club successfully held their automobile race meet at Tanforan track yesterday. In the history of automobiling there has never been such a large gathering of motorists or those interested in automobile racing as were on hand when President Humphreys of the Olympic Club gave the signal for the start of the first event. It was estimated by the officers of the club that over ten thousand people were present. The grand stand was crowded, the fences were loaded down, and a great many people even saw the races from the cars of the railroad outside the grounds.

The most spectacular feature of the immense crowd was the unusual number of motor cars in the field. There was close to a thousand automobiles passed through the gate, no less than seven hundred and fifty being parked in the track enclosure. The increase in the number of machines along was at least forty per cent greater than at the meet last season.

While no records were broken, the races were so close and the competition so keen that the spectators were kept in a state of excitement until the final free-for-all, which the Stoddard-Dayton runabout, driven by Fred Wiseman, won with ease. In fact it was a Stoddard-Dayton day, the Leavitt entry capturing all three races in which it was entered.

Probably the greatest interest of the meet was centered in the free-for-all when the Stoddard, two Comets and White machines faced the starter. The little Comet made in this city by A. Hall and driven by W. Free, shot away at the start, a good lead, with the Stoddard-Dayton hanging on in second place. Comet number two and the White were in the order named. Free held the first place with the little red speedster, and was reaping off the clip, with Wiseman holding a close second, and the Stoddard running ripe. In the fifth lap the Stoddard-Dayton began to creep up on the Comet, and swinging around the corner, the two machines came down the stretch abreast. Just in front of the grand stand the Stoddard pulled away and was never overhauled, winning the main event of the day in easy fashion.

The showing of the Buick was remarkable, considering the size and horsepower of the car. The second race for members of the Olympic Club resulted in an easy victory for Charles Howard and his little car. Again in the fifth race for cars listed at \$3500 and under, the Buick captured all of the honors, the little making the finish line yards ahead of his nearest competitor.

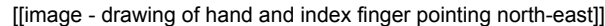
[[image - drawing of hand and index finger pointing east]]

In the novelty race, at one mile, Free had his only chance to show what the Comet could do. At the start, which called for the driver to run on foot 100 yards, start his machine and cover the mile, Free was slow in



getting his car going, the other cars being nearly at the quarter post when he got under way. By the fastest driving ever seen on that track, Free overhauled his rivals and brought the Comet in a winner, crossing the line just a few feet in advance of the Buick.

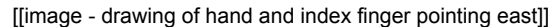
The third race of cars listed at \$2750 and under, the Stoddard-Dayton again captured the honors. Also in the sixth race the Stoddard-Dayton defeated all comers.



The ten-mile event for cars listed at \$3500 and over, the White driven by A. Dundee, won first place, after an exciting race with the Peerless.

Fast time was made by the motorcycle races, the first vent of five miles going to W. C. Cotting on an Indian. Chelene on a Thor machine captured the second five mile event.

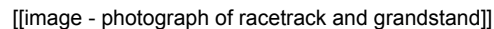
Owing to a mistake in the judgment of a driver, the showing of one of the cars, which was generally conceded a good chance for first honors, were somewhat impaired. Bert Dingley, who drive the Chalmers-Detroit, made the mistake of changing gears in his machine before going to the track and put one in that did not get the speed out of the motor which the original gear should develop.

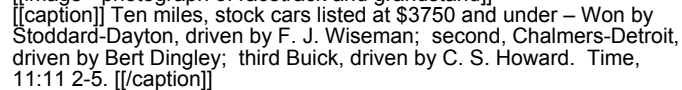


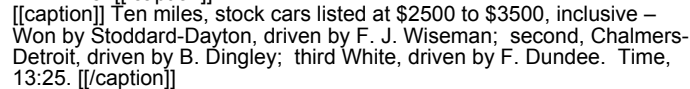
That the track was slow is proven by the time made by the winning cars. None of them did the mile-a-minute clip, although the Comet and the White ran close to it on the stretches.

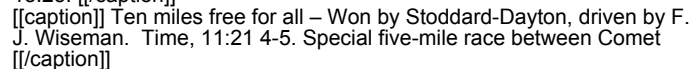
That the people are anxious to see motor races was evident by the early arrival of the spectators. By 12 o'clock the grandstand was well fitted, and until well after the races started the crowds kept coming.

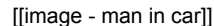
One of the best features of the event was the expedition with which the races were run off. The officials in charge are to be congratulated on the management of the largest automobile race meet ever held on the coast.

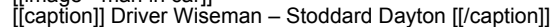












[[image - photograph of car on racetrack and grandstand]]

[[newspaper clipping]]

THE SAN FRANCISCO

Nearly a Mile a Minute in Stoddard-Dayton Track

[[image - car on racetrack]]

[[caption]] F. J. Wiseman driving Stoddard Dayton auto 25 miles in 28 minutes on a mile track. [[/caption]]

[[newspaper clipping]]

THE SAN FRANCISCO CALL, SUNDAY, OCTOBER 1, 1905

City Motorists Collecting Trophies in Many Contests

[[image - photograph of four men, car and trophies]]

[[caption]] Racing crew of the winning Stoddard-Dayton stock car and those who backed them up in the events in which they competed. They are, reading from left to right: A. D. Plughoff, vice president of J. W. Leavitt & Co.; Frederick J. Wiseman, driver; Robert Anthony, assistant, and J. W. Leavitt, president of the company that bears his name. [[/caption]]

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