

WINNERS OF GREY RACE

Vanderbilt Cup Has Produced Famous Drivers.

MANY STARTERS THIS YEAR

The Historic Fixture Will Be Started at Dawn, as in Former Years.

The Vanderbilt Cup race, the historic motor fixture which will be run for the sixth time on October 1 over the Long Island Motor Parkway course, is known to the world over as the greatest automobile contest held in America.

It is the greatest event on motordom's calendar, has meant much to the automobile industry, and this season's cup race, with its daybreak start, bids fair to outshine all the cup races of the past, both in speed and public interest.

The Vanderbilt trophy will have fully four centuries of history behind it.

In 1904 William K. Vanderbilt, Jr., America's greatest motor enthusiast, prompted by a desire to give America a new form of sport and incidentally to give manufacturers an opportunity to improve their cars, offered a trophy to be contested for in a race of from 250 to 300 miles on a road course.

It was to be competed for by teams of cars from all the running clubs, societies or affiliated with the American Automobile Association, or similarly recognized by the Automobile Club of France, competing as teams and not as individuals.

The conditions also specified that in the years 1904 and 1905 the race must be run on American soil, while later it was provided that the contest might be run in the country whose club held the trophy, this being optional.

Since its inception there have been five great speed battles for the handsome silver trophy, and this prize has played an important part in automobile politics on one or two occasions.

Twice the original design of the trophy has been modified to meet up-to-date requirements, and in 1908 the custody of the trophy was turned over to the Motor Club Holding Company, together with the Grand Prize Cup of the Automobile Club of America, and the Motor Cup Holding Company has since promoted the cup races.

A. E. Pordington, as well as Mr. Vanderbilt, Fred J. Wagner and others, the industry and the public are largely indebted for the success of the last five cup races.

In connection with all of these races, Mr. Pordington has worked energetically and unflinchingly, sometimes against real hardships, to make the contests what they were, to the satisfaction of all and his connection with the parkway he had much to do with the cup race preparations, and it should be remarked here that the launching of the initial contest, seven years ago, was in the face of much adverse public opinion, hostile local interests and various legal obstructions.

Many motor enthusiasts will recall, the first contest took place on October 8, 1904, on a circuit in Nassau County, with sixteen contestants starting. These were composed of teams representing the United States, France, Germany and Italy.

It was won by George Heath, driving a 5-horsepower Panhard car. Heath was an American amateur driver, a member of the local racing team, and he covered 24 miles at an average speed of fifty-two miles an hour.

Tracy, in another Panhard, however, did several laps at a much faster rate, skirting one at a speed of seventy-one miles an hour—sensational, indeed, for those days.

America showed its prowess in the initial contest was a success in every way, and certainly acted as a stimulus for makers to improve the manufacture of cars on this side of the Atlantic.

The race was spectacular, and the public became enthusiastic over it.

When the second Vanderbilt was run, the next autumn, an attempt was made to select an American team, but Dingley being the winner of the trial.

When the final was held five cars each represented America, France and Italy, while Germany had only four. A second triumph was scored for France by Heimerl, in a Darracq, when he drove in a winner at an average speed of 64 1/2 miles an hour.

Materially better than the time of Heath was the race in 1906, in which Heath was second, and Tracy, in a Locomobile, third. Upon this occasion Lancia, the famous Italian driver, piloted one of the greatest races in history prior to his unfortunate smash-up with Christie.

France scored its third triumph in the Vanderbilt race in 1907, the exciting contest being a battle between Lancia, in a Fiat, and Wagner, in a Darracq, will never be forgotten by the thousands who witnessed it.

These two drivers, together with Durray and Jenatton, had been going with only a few seconds' difference in their elapsed times for some laps. In the tenth and last lap Wagner took the lead, only to be overtaken by the Frenchman a few minutes later. There was a frenzy of excitement. The crowds tore down the wire fences and swarmed over the course, and it seemed as if they could not avoid being mowed down by the fast machines.

Down the stretch came Lancia, snorting across the tape, the first to finish the distance. Wagner, however, was going again, and as he had started several minutes behind Lancia, still had a chance to win in elapsed time. Every one wondered if he would cross the tape before it was too late.

He did—in a whirlwind finish, too. Wagner's speed was about three miles an hour for the 27 miles. Joe Tracy, in an American Locomobile, scored the fastest lap of the event.

There was no cup race in 1907, the fourth taking place on October 24, 1908, with drivers competing as individuals and not as teams. The big memorable feature of this contest was that for the first time the famous trophy was brought back to America.

It was won by George Robertson, in a 50-horsepower Locomobile, who turned the trick. Robertson's duel with Stytle, in an Isotta, toward the finish was a thriller. The Locomobile's average speed was 64 1/2 miles an hour, the fastest ever made in a cup race.

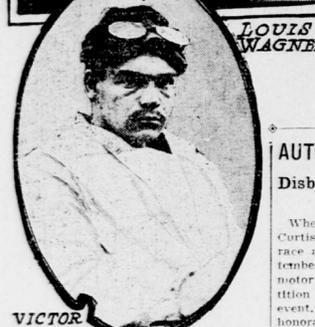
Last October's cup race was in the form of a sweepstakes, the Wheatly Hills event and the Massachusetts Sweepstakes for cars of smaller cylinder dimensions taking place simultaneously with the cup race. Like the 1908 event, contestants competed as individuals.

This year's Vanderbilt race, won by Harry F. Grant coming out the victor in his six-cylinder Alco, winning in a field of fifteen starters. Grant covered the twenty-two laps, or 276.06 miles at an average of 62.8 miles an hour, slightly slower than Robertson's record the previous year.

Edward H. Parker, in a Fiat, and Harry F. Grant, in a Fiat, were the first to start among a wide circle of friends and business acquaintances, took up his duties as the general Eastern sales manager of the Dayton Motor Company, of Dayton, Ohio, manufacturers of the Stoddard-Dayton cars.

An addition to the ranks of the motoring business world in New York was made last week, when Harry M. Brown, known from coast to coast among a wide circle of friends and business acquaintances, took up his duties as the general Eastern sales manager of the Dayton Motor Company, of Dayton, Ohio, manufacturers of the Stoddard-Dayton cars.

WATERBURY WINS PENNANT



AUTO NEWS OF THE DAY

Bits of News Gathered from Makers and Dealers.

The leading Waverley Electric for 1911 is the most modern four-passenger automobile, resembling in many respects last year's model 75-C, but with a few important differences. The body of the car is built in a single piece, three inches wider, the front has swelled side panels with rounded front quarter French plate glass, and the general effect of the car is larger, roomier, more luxurious and more distinctive.

The Waverley motor, that gives 350 per cent of turning power for every 100 per cent of overload, forms part of the equipment, as well as the Waverley full elliptic springs. Next to model 81 in the point of novelty is model 78, Waverley electric roadster, a car that was introduced last year, but only in a tentative form.

Numerous alterations and improvements are embodied in this year's model. The body, for instance, is low hump. There is a roomy, comfortable rumble seat at the rear, with a step to reach it. The length of the car has been increased to 114 1/2 inches, and the wheel base to 66 inches. A change has been made in the shape of the cape top.

Following the success of the Marmon racing crew in the Indianapolis Speedway races which ended last season Monday afternoon, have ever run the season Monday races at Harroon, Joe Dawson, Dave Buck and Louis Heinenmann, the yellow jacket pilots, will leave for New York within a few days to prepare for the Vanderbilt Cup race and other events. They will have their racing camp at Krug's corner, where they have reserved accommodations for fifteen men and five racing cars.

Howard Marmon, designer of the car, and Homer George, manager of the team, will accompany the crew East. They take their camp September 15. For the Vanderbilt the Marmon people have built two new cars, more powerful and much faster than the ones they have ever run. In the past these cars had four-cylinder motors with a 4 1/2-inch bore and a 6 1/2-inch stroke. In addition to entering these two big cars in the Vanderbilt, they have been named for the Grand Prize event which will follow on October 15. For the Wheatly Hills, which will be run on October 15, the Marmon people will enter two cars, one in a Fiat, and one in a Locomobile, in which two stock cars will start, with Harroon and Dawson at the wheels.

The old established dealers in New York are making sales records as rapidly as clockwork. The Oldsmobile Company, of New York, has been greatly helped in keeping up its daily average of sales, General John T. Cutting says, by the timely arrival, six weeks ago, of the first of the 1911 models, the "Oldsmobile Special." This car perpetuates the "Special" of 1910. It is of the four-cylinder type, standard Oldsmobile design. It shows many little refinements in details, the most striking of which are the Dutch detachable forward doors, the arrangement of the tool and supply box is another new detail. This is set between the two steps running from the front mid-guard to the rear.

Surprise and gratification were evoked by the announcement of the entry of the 1911 Briardell model Lozier stock car in this year's struggle for Vanderbilt Cup honors. The Lozier interests have hitherto steadfastly refused to enter their cars in any event where the conditions did not call for strict stock chassis, but the brilliant victory of Ralph Mulford at Elgin, Ill., when he drove the Lozier stock car to national championship honors, averaging 62.5 miles an hour for the journey of 305 miles, persuaded them to enter the car against racing machines engaged in the same class. It shows many little refinements in details, the most striking of which are the Dutch detachable forward doors, the arrangement of the tool and supply box is another new detail. This is set between the two steps running from the front mid-guard to the rear.

WINNERS OF VANDERBILT CUP RACES OF OTHER YEARS.



LOUIS WAGNER, HARRY F. GRANT, GEORGE ROBERTSON, VICTOR HEMMER, GEORGE ROBERTSON, G. HEATH.

AUTO TO RACE AEROPLANE

Disbrow and Curtiss Will Compete for Five Miles.

When Louis A. Disbrow and Glenn H. Curtiss have their automobile-aeroplane race at the Syracuse State Fair, on September 17, it will be the first meeting of a motor car and an aeroplane in actual competition around a racecourse. In the coming event, at which Colonel Roosevelt will be honorary referee, Disbrow will pilot the National car, with which he won several races at the Brighton Beach Motordrome a few weeks ago.

CAMPFIRE FOR OWNERS

Pope Hartford Company Will Entertain Before Vanderbilt Race.

The Pope Hartford Company has made provision for a special parking space for its owners at the Vanderbilt Cup race. It is opposite to and near the grandstand and affords a most excellent place from which to see the contest.

WILL GIVE FULL SERVICE

Makers of the Detroit Electric Open Station Here.

The Anderson Carriage Company, maker of the Detroit electric car, has opened at Broadway and 8th street a showroom and service station. Albert Weatherly is in charge of the establishment, and is firmly convinced that the electric car will be a good field for the sale of electric cars. He says that New York is behind the smaller cities of the Middle West in the use of electric cars, and mentions several officials of companies which make gasolene cars who drive Detroit electric cars.

A second record was one made by a stock car in the Munsey endurance run for gas cars in September, 1909, from Washington to Boston, covering 571 miles in six days, entirely on its own power, for which it was awarded a certificate of perfect score, not having a single mechanical trouble or broken part of any nature. The Detroit Electric is equipped to carry the large size "A-E" Edison battery, a battery of nickel and steel, containing a harmless solution of potash and water, and which has a capacity of 225 ampere-hours. It can be recharged by high rate of overcharging, and may be idle indefinitely without recharging.

Makers Meet to Discuss Rules

Regulations Governing Contests Will Be Referred to American Automobile Association.

The general rules committee of the Manufacturers' Contest Association held an all-day session last Friday at the rooms of the Association of Licensed Automobile Manufacturers, No. 7 East 43d street. Howard E. Coffin, chairman, presided. Many recommendations for changes in the contest rules were finally ratified. Some matters were considered of great enough importance to be later referred to the entire membership of the association by a mail vote. This vote will have to be recorded before recommendations can be made to the contest board of the American Automobile Association.

All phases of contest rules were considered, most of them having been suggested by experience in the administration of the regulations governing in this country at the present time. Great enthusiasm and keen interest were shown at the meeting. Discussion was general. The recommendations finally ratified do not become rules until adopted by the contest board of the American Automobile Association, and when so adopted will be incorporated in the regulations to govern competition in 1911 and 1912. Among the subjects taken up were the following: That the decision of the technical committee of the American Automobile Association be final regarding the eligibility of any car to enter contests held under the rules of the A. A.; that the importer in stock car and stock chassis events be considered on exactly the same basis as the American manufacturer; that amateur drivers competing in track or road races against professional drivers shall lose their amateur standing. Other matters considered were the amount to be charged by promoters for entry fees, the prompt reporting in track events of contestants to the starter or his assistant at least thirty minutes before the first race is scheduled; an effort to enlist the interest of the United States signal or engineer corps as observers in really national reliability tours; that a paid technical committee be placed at the disposal of the A. A. A contest board next year. Whether or not the use of demountable

Dashes to New Auto Record

Barney Oldfield Sets New Mark for One Mile on a Circular Track.

St. Paul, Sept. 10.—Ralph De Palma's world's automobile circular track record for one mile was broken four times here this afternoon. De Palma himself, Kerschner, Burman then took a whirl and circled the track in 51.21 and 50.61. Barney Oldfield finally came out in his 200-horsepower Benz car. Circling the track five times around the judges, and, on the fifth drive, he gave the signal to the mark of 51.50, established on the same track one year ago, but Oldfield succeeded in making the best time of the four, the new record being 49.25 seconds.

ENGLISH HORSES COMING

Big Show in Garden To Be International in Scope.

Walter W. Winans, the American who is a foremost exhibitor of heavy harness horses in the English and Continental shows, has decided to enter some of his famous high stepers at the National Horse Show in Madison Square Garden in the week of November 16.

GOOD ROADSTERS SHOWN

Horses Feature of Staten Island Fair's Closing Day.

The horse show was the feature of the closing day of the Interborough Fair at Donnan Hills, Staten Island, yesterday, and the ten classes brought out some good material, particularly in the roadster classes, which looked, however, as though the fetsam and jetsam of the horse world answered the bugle call in the roadster class for trotters, for while there were some blue ribbon winners, there were also some entries which might have done duty better than "wonderful one horse shays" in their prime.

WOMEN TO MEET AT GOLF

National Tournament October 10 to 15 at Flossmore, Ill.

Programme are out for the annual women's national golf championship tournament scheduled for October 10 to 15 over the links of the Homewood Country Club, at Flossmore, Ill. The competition is open to all women amateur golfers belonging to clubs which are members of the United States Golf Association, and to those foreign visitors visiting this country who may be invited by the executive committee of the association. In this tournament the Robert Cox trophy and four medals will be played for. On Monday, October 10, the women will compete in an eighteen-hole medal play testing round, and the thirty-two making the best scores will qualify. Thereafter one match round will be run off each day. In the event of a tie for last place in the qualifying round the contestants so tied shall continue to play until one or the other shall have gained a lead by a stroke at any hole to be played out. Competitors shall enter for the championship through the secretaries of their respective clubs. An entrance fee of \$5 must accompany each entry and must be received by the secretary of the association not later than 6 p. m. on Monday, October 3. Beginning on the second day of the tournament side events will be held each afternoon. On Tuesday there will be a consolation medal play handicap for the non-qualifiers. In this tournament the women will have a chance to compete in a handicap vs. bogie, driving, approaching and putting contests are carded for Thursday, best ball foursomes on Friday and mixed foursomes on the last day.

RECORD FALLS AT BROOKLINE

Norwood, Mass., Sept. 10.—One record was broken at the meeting of the New England Amateur Athletic Association here to-day, when K. F. Sherrin, of Brookline, threw the 16-pound hammer a distance of 188 feet 24 inches, bettering his mark of 147 feet 5 inches, which was the previous association record. Another notable performance developed in the half-mile run, when Frank P. Sheehan, of South Boston, came within one-fifth of a second of equalling the association record of 1 minute 34.5 seconds.

CHAMPIONS TO TURN OUT

Stars of Cinder Path to Race at Press Club Games.

If the fact that the champions in almost every line of track and field sport are to compete next Saturday at American League Park in the second athletic carnival of the New York Press Club may be taken as a criterion, then the members of the Press Club will surely be royally entertained if the weather is fine. James E. Sullivan, president of the Metropolitan Association of the Amateur Athletic Union, will be the referee, and among the athletes who have already entered in the field events are Martin Sheridan, the 56-pound weight thrower; John Flanagan, who throws the hammer record distances; Matt McGrath, Simon Gillies, Con Walsh and others who will be opposed to him, and Egon Erickson, the Mott Haven A. C. jumper, who, it is said, expects to beat Mike Sweeney's world record of 6 feet 3 1/2 inches.

GIRL SWIMMERS TO COMPETE

Much interest centres in the big water carnival to be held at Sheepshead Bay, under the auspices of the Osborn Athletic Club, to-day. It seems as if the girl swimmer within a radius of twenty miles has expressed the intention of taking part in the carnival. In fact, the entry list has grown to such proportions that the management will have great difficulty in running off the meet before day.

DATE FOR BOWLING CONGRESS

St. Louis, Sept. 10.—Robert Bryson, of Indianapolis, and Abe Langtry, of Milwaukee, president and secretary, respectively, of the American Bowling Congress, signed a contract here to-day for the use of the Coliseum from January 21 to February 5, 1911, for the next bowling tournament. A contract was also made for the installation of sixteen new alleys.

REBUILT AUTOMOBILES AT REMOVAL PRICES!!

TO MARK THE OCCASION OF OUR RETURN TO B'WAY! We have secured an especially large and attractive line of automobiles, all of which have been thoroughly overhauled and, where needed, actually rebuilt, so that we are warranted in assuring that we offer better values for less money than is possible with the average city new car. A PORTION OF OUR STOCK CONSISTS OF: CADILLAC, SEVERAL '09'S. 2 STERNS, DUVEKLA, 6 CARS. 2 PACKARD Touring Cars. 2 WINTONS, 6 CARS. 1 MATHESON, 1 Pass. CHALMER '09 and '10. Many other reliable makes too numerous to mention in limited space. ALL AT EXTREMELY LOW PRICES! We are sure to have the car you are looking for at the price you want to pay. All Cars guaranteed to be exactly as represented. Call or send for Our Money Saving Bulletin. Ask to See the Snappy Demot Runabout \$495. TIMES SQUARE AUTO CO. 1599-1601 BROADWAY WEST SIDE OF B'WAY NEAR 47th St. ALSO PHILADELPHIA, CHICAGO, ST. LOUIS, KANSAS CITY.

SHOW DETAILS PLANNED

Passenger Cars First Week, Then Freight Vehicles.

MAKERS DRAW FOR SPACE

Interior of Madison Square Garden Will Be Rebuilt to Make Big Wareroom.

The eleventh National Automobile Show will be held at the Madison Square Garden January 7 to 21, 1911, and drawing for the exhibition space in the building was the most important business transacted at a meeting of the board of managers of the Association of Licensed Automobile Manufacturers held last Thursday at the headquarters, No. 7 East 43d street.

Plans have been perfected by the show committee which provide the increased number of licensees under the Selden patent and to house their exhibits in the interior of Madison Square Garden, including structural steel to a very large extent. The show committee for 1911 consists of Colonel George Pope, chairman; Charles Clifton, Alfred Reeves, who was added to the committee yesterday, and Merle L. Downs, secretary.

The first to draw for space was the Buick, followed by the Overland, E. M. Ford, Cadillac, Packard, Maxwell, Chalmers, Reo and Pierce-Arrow. The other cars which will occupy space on the main floor are as follows: Starns, Thomas, Old Franklin, Dayton, Oakland, Locomobile, Winton, Locomobile, Hudson, Mitchell, Stevens-Duryea and Peerless.

Cars in the exhibition hall and balcony will include the following makes: Amplex, Marmon, Mercer, Corbin, Barron, New York and Marmon, Knox, American, Matheson, National, Selden, Buckeye, Moline, Premier, Autocar, Columbia, Altrudebaker, Waltham, Inter-State, Old Palmer and Singer, Kissel, Hot-Tan, Chaswick, Speedwell, Regal, McIntire, Yonkers, Acme, Pierce-Racine, Pfander, Humble, Midland, Brewster, Courte Simplex, Atlas, Durriss and Carter, and the artichoke national show, which is divided into two parts, one of which will be devoted entirely to passenger or pleasure vehicles. This will be known as "Part One," and will be held during the week of January 7 to 14. Commercial or freight-carrying vehicles, electric carriages or motor cycles will be exhibited in "Part Two" of the show, during the period January 15 to 21, inclusive. A complete display of accessories will be exhibited at both periods.

An elaborate plan of decoration has been devised by the show committee, which has been working for months on details to make next year's event eclipse even the show of last January, which was considered the best ever held in this country. It is to be wondered at that sufficient space to accommodate all the exhibitors could be squeezed out of the garden for the show of next January.

In the near future a meeting will be held at which space will be allotted to the necessary dealers and exhibitors of commercial or freight carrying cars, electric cycles and motor cycles, which will constitute "Part Two" of the show.

There was the usual routine business transacted at the meeting, with reports on the progress of the lawsuits now pending for infringement of the Selden patent. A general discussion of the trade, with judging from the data received, proved to be in a healthy state, with an increased demand for cars from all parts of the country. Reports showed exports for the twelve months to have been 2,983 automobiles.

BUICK BARGAINS

In the last 28 days the New York Branch of the Buick Motor Company has sold 266 Buick Cars. We offer any of the 32 cars we still have in New York at substantial reductions. On Wednesday (September 14th), the six (6) closed cars we have in stock will be sold. If you wish a Limousine, Landaulet, Town Car or Taxicab, you will never duplicate the value again.

BUICK MOTOR COMPANY,

Brooklyn 42 Flatbush Ave. New York Broadway, at 55th St. Newark 222 Halsey St.



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