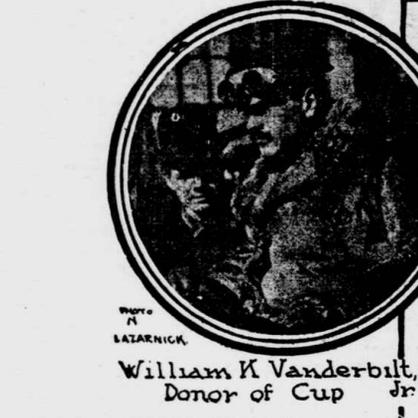


MILE A MINUTE ON DIRT ROADS FOR VANDERBILT CUP



250,000 Will Line the Course to Watch Roaring "Speed Devils" Compete.

Condensed Facts About Cup Race.
Place—Nassau county, Long Island.
Nearest Important Town—Mineola.
Dates—October 6, cup race; September 22, elimination races.
Length of Course—About 20 1/2 miles.
Number of Laps—Ten in each race.
Total Distance of Test—About 206 miles.
Number of Cars in Elimination Race—Fifteen.
Number of Cars in Cup Race—Eighteen.
Countries Represented—France, Italy, Germany and United States.
Trophy to be Won—Magnificent silver cup, presented by William K. Vanderbilt, Jr.

By John B. Foster.
NEW YORK, Saturday, September 15, 1906.

For the third successive year the annual contest by motor cars for the Vanderbilt cup will be held this fall over the course on Long Island, on Saturday, October 6. Prior to that, on Saturday, September 22, the elimination trials, to decide which of the American cars shall compete against the foreign cars, will be held over the same course.

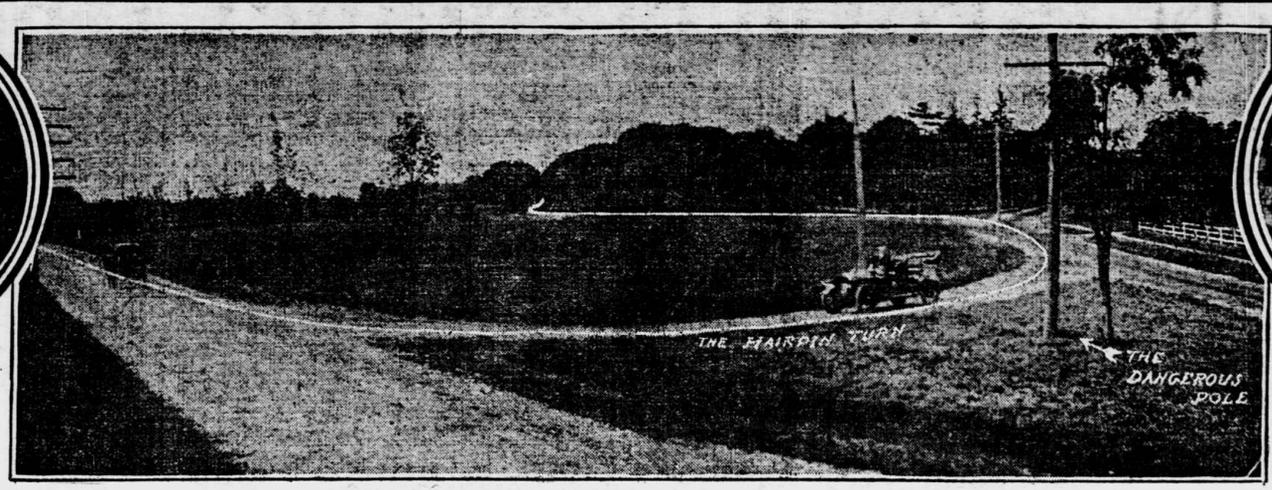
Fifteen cars will compete in the elimination trial. Among them are some of the best-known automobiles which are made in the United States, and several makers who have never entered before will try this year to find a place among the elite for the grand race on October 6.

For the Vanderbilt cup there will be four teams, representing Germany, Italy, France and the United States. The French and Italian teams will be represented by five cars, the German by three and the American by five. Of course, it is impossible to tell what five will represent the United States until after September 22.

The distance of the course is 20 1/2 miles in round numbers. That may not be quite the fractional figure, but it is correct enough to give the spectators a fair idea of the mileage that must be traversed on each lap of the course. As all cars which finish must make ten laps, both in the elimination and cup races, it is apparent that each car will have to be run before a motor car can hope to be honored by merely finishing the required distance, which has proved in the past to mean task.

May Be Some Fast Trips.
It is barely possible that the course will occasionally be taken in thirty minutes. It will depend largely upon the condition of the roads and the ability of the cars to surmount two rather steep hills which have been included in this year's route, but which have never been in the race before. The hills are set on a rise of about 250 feet, and it is not at all probable that the race will be run that quickly, as that is the minimum time, and there will be delays because of the trouble and because of other accidents of more or less moment which may happen to some of the cars, but it would not be surprising if the contest were finished in about six hours, if some machine is fortunate enough to run through the course in that time, and there will be a smash into telegraph poles will be numbered with the "also started."

A Hobby of the Rich.
When the first Vanderbilt cup race was held in the United States a great many people thought that it was rich men's pastime and not poor men's pleasure. There was some opposition to it on Long Island, but, as it happens, most of the race runs through the property of those who favor that sort of thing, and when it came to a test before the county officials the race carried the day, except on the part of one supervisor, and his vote was not enough to induce the people of the immediate section to hold a mass meeting to protest against it. Two or three weeks before the race was actually run there began to be such a demand for accommodations about all the section in and around Garden City and Hempstead that whatever opposition had existed to the race was abandoned. The residents found that the first gold mine in



Hills, Curves and Twists Taken Full Tilt by Daring Drivers of Machines.

field. And, by the way, that happened at one point of the course last year. In rushing along Willis road one of the French drivers lost control of his car, which "skidded" into a corn field, and there it remained until the race was over.

This hairpin turn is like nothing more than a letter "U." It is entered upon the left-hand side, approaching the opening of the "U." Before the driver reaches it the road slants a trifle to the east, and woe betide the unskilful driver who approaches the turn unconscious that it is in his immediate proximity. He may speed half a mile or more before he is able to control his machine so that he can turn around and recover his lost ground.

In the direct center of the curve of the "U" there is located a telegraph pole. If a car ever "skids" from the road and strikes that pole, not only will the car be shattered, but there will be no telegraphing or telephoning in that part of Long Island for some time.

If the car is not sufficiently under control to make the reverse side of the "U" in perfect marching order it is apt to climb a fence and dart upon a ploughed field.

After the turn is rounded in safety the road stretches away over some finely laid macadam, but it is not until another sharp curve barked on the north side by a stone wall. This is a particularly short and mean turn, and there is danger of accident, in that a car which happens to be stalled on the far side is likely to be run into by a pursuing car, whose driver may not perceive the obstruction in time.

Severest Test of All Years.
From here until the road turns toward the Manhasset turnpike the highway is very narrow, although it is in fair condition as regards surface. On the Manhasset turnpike the 10 per cent hill which runs through Manhasset village must be descended and surmounted, and this is by far the severest test which has ever been imposed upon motor cars in any race which has been held for the Vanderbilt cup.

To take this hill at full speed and climb it means some rare generalship, and will necessitate a machine which can stand the grind ten times in succession. Just beyond Manhasset the road turns sharply to the left and passes over a well-kept turnpike to the beautiful property of William K. Vanderbilt, Jr., the donor of the cup, who resides at Lakeville.

At Lakeville there is another turn to the left, where the route goes over the Willis road to the east. This was traversed by the old cup route in 1905 and will be used as far as Willis avenue, where the cars turn sharply to the right, retrace their way to Mineola and the Jericho turnpike and then to the starting point.

Almost all of the Vanderbilt cup route traverses the beautiful rural regions in which the wealthy are laid out with rare concern to perfect landscape gardening, and in many places the quiet highways and lanes remind one much of the beautiful rural regions in England during the month of June. It is a most charming country to the eye, and there is no end of pleasure in taking a trip over the cup route merely for the delightful outing.

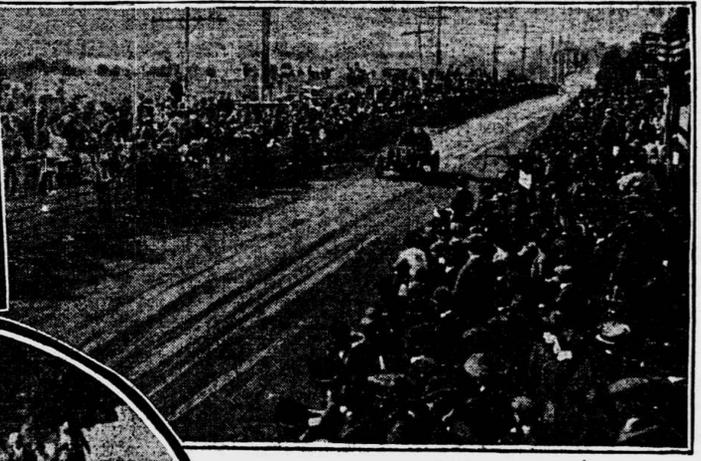
Foreign Cars Favorites.
In every year in which the race has been run the foreign cars have been the favorites. In advance of the running of this year's race they are again the favorites. This is the ambition of the American builders to manufacture a car which shall surpass those sent here by France, Germany and Italy. Both years the French makers have been fortunate enough to win the Vanderbilt cup. In 1904 a Panhard was the successful car and in 1905 the race was won by a Darracq.

Last year the Americans finished third in the race, the Locomobile, operated by Joseph Tracy, surpassing all that had been anticipated from the car. This year the American makers are satisfied that from the cars which are to be raced in the elimination trials five will be selected which shall make a better showing than the American cars ever have made in the past, and they are greatly in hope that they may be able to finish first.

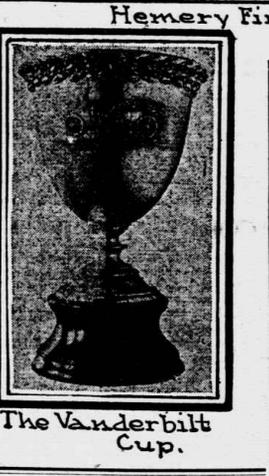
The value of the cars which are to compete in the Vanderbilt race is about half a million dollars. They are driven by experts, whose salaries are higher than those of any other chauffeurs in the world. They are not valueless for anything but racing, as many suppose, but most of them are used for racing and racing only.



Famous Hair Pin Turn on Vanderbilt Cup Course



The Vanderbilt Cup Course.



The Vanderbilt Cup.

the history of their lives had suddenly opened at their very feet.

The novelty of a motor car race, the fact that some men of great prominence were to drive cars in the contest and the further fact that foreign countries had sent across the ocean their best automobiles and their most famous drivers to compete aroused such interest on the part of thousands who never had ridden in an automobile, and probably never would be able to over one, that they journeyed twenty-five miles into the interior of the island hours before day-break to be present at the start.

At the First Race.
Perhaps 100,000 persons saw the first race run. They were scattered from one end of the course to the other, and in the larger villages crowded about it to such an extent that the officials had some difficulty in keeping them off the road. They did not seem to be aware of the fact that they were getting in the way of machines which would run at times from sixty to seventy-five miles an hour.

When the second race took place, in the fall of 1905, the people of Long Island were wiser. Prices had doubled over those of the former year, and the price had had been quadrupled over what usually was asked for accommodations.

The railroad, which had a monopoly of taking people to the start, advertised two excursion trains for 4 o'clock in the morning. They expected that they might carry about 1,500 spectators. At 3 o'clock in the morning the station of the railroad was a sight. It was so jammed with excursionists that it was imperative upon the company to make up a train as quickly as possible to get them out of the way and permit others to take their places.

One train followed another until daylight, and there were passengers packed in every square foot of the cars. They filled the platforms, choked the aisles, clung to the backs of seats and even rode on the tenders and the cowcatchers of the locomotives. The railroad people were astounded at the tremendous interest which was taken in the race, and the conductors gave up the task of collecting tickets and trusted to getting them on the return home.

Quarter of a Million Sightseers.
It is estimated that 250,000 persons saw the contest of 1905. Some of them were at Mineola, a place of some consequence in the Hempstead district of the island; some were far out in the country, where they had journeyed the night before, selecting some particular spot where there was more or less danger in making a turn and where they expected to see something thrilling before the day was over, while thousands of others distributed themselves along the route.

Others may have found accommodations forty miles from the race at one of the many summer hotels, which are thick along the south shore, but they have no trouble in making quick time to the start on the following morning in their own cars.

Until midnight the magnificent highways and boulevards when run to the center of the island are filled with hundreds of motor cars, "honking" more or less rapidly through the darkness, their great lights glowing over the plains like the eyes of enormous beetles prowling in the gloom for prey.

In the Early Morning Hours.
This is the first gress of visitors by automobile. The second begins to leave the city about 2 o'clock in the morning. The cars are driven to the East 34th street ferry, where they are conveyed to the Long Island side.

Last year the ferries made trips across the river from 2 a.m. until daylight, operating on as fast a schedule as they could, yet there was no time on the New York side until very late in the morning that there was not a line of motor cars which extended for a distance of half a mile from the ferry house, their owners patiently awaiting their turn to get across the river.

For the Elimination Race.

Name of Car	Maker	Driver	M. P.
Pope-Tolono	Pope Manufacturing Company	H. Lytle	120
B. L. M.	Breese, Lawrence, Moultrie Company	E. Keeler	80
Oldsmobile	Olds Motor Company	Ralph Mongen	92-85
Mathewson	Mathewson Company, New York	Roberts	115
Thomas Flyer	Thomas Motor Company	Herbert Lebon	115
Thomas Flyer	Thomas Motor Company	Gustave Callois	115
Haynes	Haynes Automobile Company	Frank Sweetgiff	110
Apperson	Apperson Motor Company	Lee A. Fraser	110
Prayer-Miller	Oscar Lear Automobile Company	F. E. Moskovic	110
Prayer-Miller	Oscar Lear Automobile Company	E. H. Belden	110
Christy	Walter Christy	Walter Christy	110
Locomobile	Locomobile Company	Joseph Tracy	90
Maxwell	Maxwell Bricace	Fred Bretz	80

Winners in the elimination trials to compete with the foreign cars for the Vanderbilt cup.

Foreign Cars for Vanderbilt Cup.

Name of Car	Maker	Driver	M. P.
Clement-Bayard	A. Clement	A. Clement	110
Hotchkiss	Hotchkiss & Co.	Elliott F. Shepard	120
Darracq	Darracq	Hemery	100
De Dietrich	De Dietrich	Duray	120
Panhard	Panhard & Levasseur	George Heath	100

ing on as fast a schedule as they could, yet there was no time on the New York side until very late in the morning that there was not a line of motor cars which extended for a distance of half a mile from the ferry house, their owners patiently awaiting their turn to get across the river.

At the Garden City Hotel the scene is one which has no equal in the United States, except during the day and evening prior to a cup race. The air is fairly filled with the hoarse trumpeting of the cars or the sonorous and sometimes high-pitched sirens, which drone forth warnings as they near the sharper turns of the roads or turn their way into the capacious yard of the hotel.

The night is short lived. At 3 o'clock the servants of the hotel are busy rushing through the corridors awakening the sleeping guests, if any have been able to snatch a few minutes' sleep, and at 4 o'clock breakfast of some pretensions is served in the dining room, which is soon thickly crowded

with sleepy motorists, whose half-closed eyes belie their attempt at jollity. The women, as a rule, appear decidedly more fresh than the men. Their evening gowns have been laid aside for smart automobile costumes, and they seem to be far more impressed with the excitement of the occasion than their male escorts, most of whom are more accustomed to arising at 8 o'clock in the morning than three hours before sunrise.

With breakfast finished there is another rush and whirl of the motor cars, and the drowsy guests are whisked away to the start by sharp-eyed chauffeurs, who must exercise great care while traveling through the gloom and morning mist to avoid collisions or running down some unfortunate motorist whose rear signal lights, poorly trimmed before starting away, have been blown out in the fresh morning breeze.

Where the Race Is Run.
This particular part of Long Island, over which the motor cars are allowed to be speeded at the hearts' content of their owners; just borders on that section of Hempstead Plain which A. T. Stewart, the millionaire dry goods merchant of New York once alluded to as the "garden spot of the east."

He was not far wrong, for the soil of Long Island is so fertile that it takes only a planting, a shower and a bit of sunlight to raise a crop of something or other. It may be weeds, but they grow with a luxurious rankness which is almost tropical.

The start and finish of the race will be at a point near Mineola. The first time that it was run the start was located away down toward Westbury. It was a delight for the elect who live in that vicinity, as they had but a short distance to motor to reach the grand stand. It made quite an exclusive society event of the affair—so exclusive, in fact, that some of the owners of the cars which competed were unable to get to the start because the roads were closed against them before they could travel from the city or from Long Island hotels where they had spent the night. It was respectfully suggested before the next race that the start be placed somewhere to accommodate the common people, who had evinced a lot of curiosity in the affair and who were entitled to a little consideration. It was also suggested that, inasmuch as the makers were spending the money to build the motor cars, it was but fair that they should get a sight of the start and finish.

Hence the grand stand was moved to a point near Mineola, where everybody seemed to be satisfied except the drivers of the cars, who complained that American curiosity was such that scores of persons huddled the tracks where they had no business to be and kept the chauffeurs in constant fear of some accident, like a loosened tire or broken steering gear, which would

SOME OF THE FAMOUS DRIVERS WHO WILL PILOT THE FLYING FIERY DRAGONS

