

### Vanderbilt Cup Race.

Promptly at 6 o'clock on the morning of October 8, the first of the competitors to start in the race for the W. K. Vanderbilt, Jr., Cup left from in front of the temporary grand stand at Westbury, Long Island, for the 300-mile ride over the triangular course. Seven hours and nine minutes later George Heath, an American, born in Astoria, L. I., driving a 90-h. p. Panhard car and representing the Automobile Club of France, crossed the finish line the winner. His net running time was 5h. 26m. 45s. The distance covered, exclusive of controls, was 284.4 miles, so that his average speed was 52.7 miles per hour. The second to finish was Albert Clement, driving a 90-h. p. Clement-Bayard, also representing the Automobile Club of France. The difference in the actual running time of these two was but 1m. and 28s. Clement, after crossing the finish line, turned and drove back to the referee, Mr. Vanderbilt, and entered a vigorous verbal protest. He maintained that he had been misinformed concerning the rules governing taking on supplies and making repairs within controls, and that he had therefore lost time in taking on gasoline while on the course. The protest was not allowed.

While the winner's average time was low compared with that made in some of the recent races in foreign countries, fast time

was made by many during the progress of the race, and it was the profusion of tire troubles alone which cut down the average. Teste, driving a Panhard similar to that of the winner, completed the first lap in the net time of 24m. 4s. and the first three laps in 1:15:29, which figures to 66.9 miles per hour. On the straightway stretches the speed at times reached between 80 and 90 miles per hour.

The course is of triangular shape, with Queens, Jericho and Plain Edge as corners. There is practically no grade at any part along its entire length, and the character of the surface is fair, with some few sandy spots. The oil which had been sprinkled over it successfully laid all dust, so that the drivers experienced no difficulty on this score. The turns are very sharp, and the roads at these points very bad, so that the drivers were forced to take them at a very much reduced rate of speed. The course measured 28.44 miles, not counting the neutralized sections at Hicksville and Hempstead. At the former place a three-minute and at the latter a six-minute control was maintained.

At Westbury, the starting and finishing point, a large number of people had gathered long before the hour set for the start. Having been unable to secure sleeping quarters, many had remained up during the night, and many more had left New York by trains or cars very early in the morning.

The special deputies who were sworn in for the race entirely failed to keep the course clear. As a car came to the starting line it was immediately surrounded on three sides by the over-curious, and later, between the times at which cars passed, there was much crossing and recrossing of the road. Spectators were to be found walking along the course for its entire length, but they seemed to be constantly on the lookout, and as a car appeared the road was cleared.

One fatality occurred during the race. The car of George Arents, Jr., a 60-h. p. Mercedes, overturned and as a result his mechanic, Carl Menzel, was killed, and Arents himself badly injured. Exactly how the accident happened is not known. This was the first contest in which Arents had ever driven, and he suffered a minor accident early in the race, when coming into the Hempstead control on the first round. He was running at a high rate of speed, and in attempting to stop on the line his car skidded badly. Holding up a hand to warn the crowd, he evidently lost control of his steering momentarily, and the rear of the car swung and hit a tree. Menzel jumped out to see if any injury had been done to the car, and Arents, in his anxiety to back up to the line so that his time could be taken, ran into him and knocked him down. He was not seriously hurt, however. When the car came around to Hempstead on the second lap the tire on the wheel which hit



GEORGE HEATH, PANHARD, PASSING THE FINISH LINE.



A. C. WEBB, POPE-TOLEDO, PASSING GRANDSTAND.

the tree was seen to be flat. It was after passing through Queens on this lap that the accident occurred which resulted in Menzel's death. In endeavoring to take a sharp curve at speed the car skidded badly, the rear tire flew off, and Arents seemed unable to keep his course. He zig-zagged along the road for some distance and finally the car turned completely over. Arents was thrown some distance and was badly bruised and cut. Menzel was pinned beneath the car and died within a few minutes after reaching a hospital.

There were a few other accidents, but none of very serious character. William Wallace (Fiat), after having effected a small repair at Jericho on the first lap, ran over his mechanic, who had fallen in trying to get aboard when the car started. He was only slightly injured, however.

A. C. Webb (Pope-Toledo) was on his sixth lap when a steering knuckle broke, and he and his mechanic were both thrown out. They escaped with a few bruises. None of the other cars were put out of the race in ways endangering the occupants.

Seventeen cars reported at the starting line, Sartori, the driver of A. G. Vanderbilt's Fiat, being absent. He had met with an accident on the way to the course and did not put in an appearance until 8:20, when he started two hours late. The other contestants and their time of departure are given on another page.

Gabriel was the first to finish the first lap, having passed Campbell at Queens. His time was 26m. 57s. Next came Campbell, and after him Webb. Teste, as has been said, completed the lap in 24:04 and was actually in the lead with Heath (25m. 22s.) second. Clement was in fifth position.

During this round Tracy had trouble with his transmission and was reported to be out of the race. He, however, managed to get running again, and finished the lap

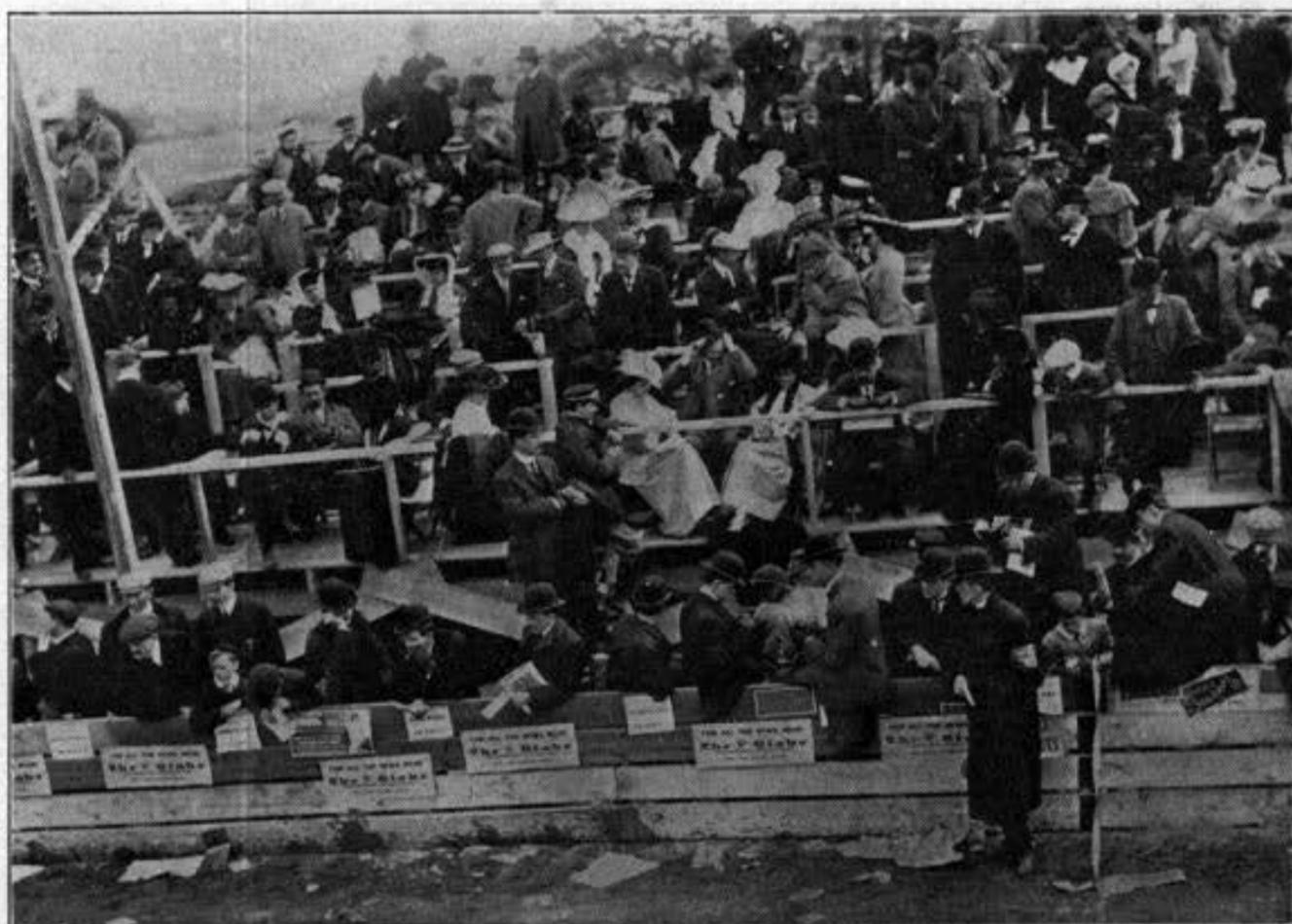
in 2h. 29m. 25s. In the second lap he experienced further trouble and was forced to quit. Wallace broke his clutch spring and abandoned the race at Hicksville on the first time around. Tarte was delayed one hour by tire troubles.

At the end of the second lap the contest for second place was very close, Gabriel being but one second behind Heath, and Croker but fifty-one seconds behind Gabriel. The cars of all three were running smoothly. Teste again made the fastest time (25:37) and therefore held the lead. Campbell began to have trouble with his tires. The rim on the left steering wheel became badly chipped and made it difficult to keep a tire on. He continued on through the

race, and though in twelfth position at the end of the second lap, gradually worked up in the list as his opponents withdrew, and was running fourth when the race was called off. In this lap Werner and Bernin also went out. A gear shaft in the latter's Renault broke shortly after he had left the Hempstead control and he was no longer a factor to be reckoned with.

There was no change in the leaders during the third round, except that Hawley had worked up from fifth to third place and Gabriel had dropped back to fourth.

During the fourth lap Teste retired and Heath took the lead for the first time and held it thereafter. He was running very regularly and his speed on the straight



VIEW OF THE GRANDSTAND.

stretches was estimated to be nearly 90 miles an hour at times. Up to the sixth lap his time for the different rounds had varied but three minutes and six seconds, and his average speed was better than 60 miles per hour. In the sixth and eighth laps he was forced to change tires, which delayed him for a total of about 50 minutes.

At the end of the fourth lap Hawley was running second and Gabriel third, while Clement was now fourth. Hawley, however, was forced to quit in the next round through the breaking of his front springs, which occurred where he ran off the road to pass a car and struck a hole.

At the end of the fifth lap Gabriel was second and Clement third of the ten still in the race. With the race half run there were still left two of the German teams, four of the French and four of the American representatives.

Clement came into second position during the next time around the triangle, and remained there during the remainder of the race. He was then 21m. 7s. behind the leader.

Gabriel's motor was seen to be very hot when he ran into the control at Hicksville for the seventh time. He found that the pump chain had broken and dropped off. The bottom had fallen out of his supply box and he had lost his extra chains along the road so that he was forced to retire.

The frame of Croker's car broke partly through and bent badly about midway between the sprocket and axle on the left-hand side while he was making the sixth trip around the course. As the frame sagged the sprocket cleared the ground only by about four inches. He continued on, however, and was on his seventh lap when the race ended.

From the seventh lap the contest was be-

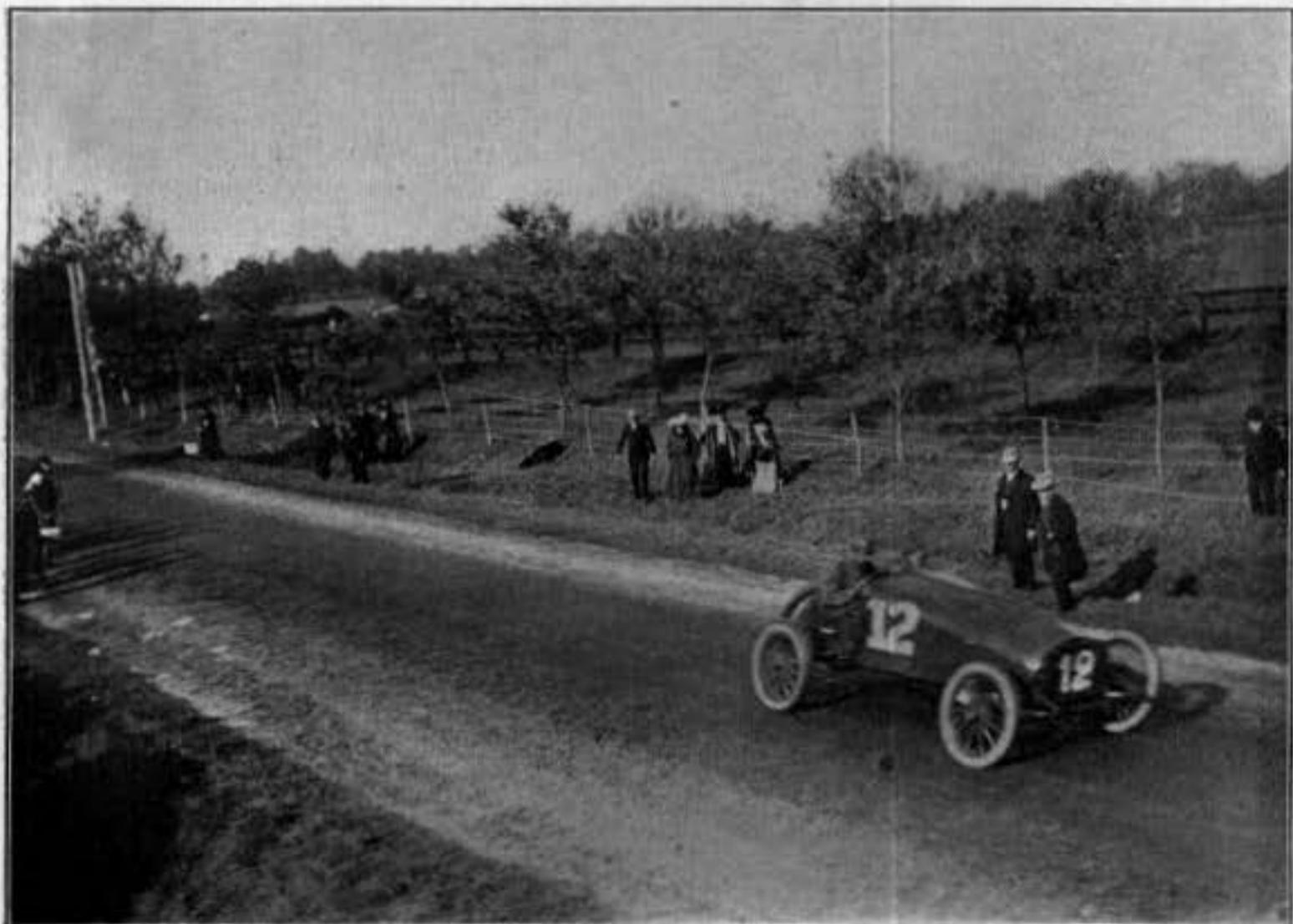
## TABLE OF 5

No.	Driver.	Make and H. P.
1.	A. L. Campbell.....	60 Mercedes .
2.	Fernan Gabriel.....	90 Panhard ..
3.	Joseph Tracy.....	40 Royal .....
4.	A. C. Webb.....	60 Toledo ...
5.	Geo. Arents, Jr.....	60 Mercedes .
6.	H. H. Lyttle.....	24 Toledo ...
7.	George Heath.....	90 Panhard .
8.	E. E. Hawley.....	60 Mercedes .
9.	Wilhelm Werner....	90 Mercedes .
11.	M. G. Bernin.....	90 Renault ...
12.	Albert Clement.....	90 Clement ..
14.	M. Tarte.....	90 Panhard ..
15.	George Teste.....	90 Panhard ..
16.	Charles Schmidt.....	30 Packard ..
17.	Frank Croker.....	75 Simplex ..
18.	J. Luttggen.....	60 Mercedes .
19.	William Wallace.....	90 Fiat .....
10.	Paul Sartori.....	90 Fiat .....

tween Heath and Clement, and became closer as the end drew near. At the end of the tenth the time between them had been reduced to 1m. and 28s.

After Clement had finished and the result was known, the spectators swarmed over the course and were entirely beyond the control of the police. The worst offenders were those who had come in their cars. Many started up the course in their machines on their way home as soon as Clement's time was announced, apparently having no further interest in the event. In view of this condition of affairs the judges decided to call the race off, and word was telephoned to both controls to hold all cars as they came in.

When the race ended there were five cars still running, two having finished. Of these three were of the American team, namely, Lyttle, with a 24-h. p. Pope-Toledo, who



ALBERT CLEMENT, CLEMENT-BAYARD AT SPEED.

## TABLE OF STARTERS.

No.	Driver.	Make and H. P.	Representing.	Time of Start.
1.	A. L. Campbell.....	60 Mercedes	Germany	6:00
2.	Fernan Gabriel.....	90 Panhard	France	6:02
3.	Joseph Tracy.....	40 Royal	United States.....	6:04
4.	A. C. Webb.....	60 Toledo	United States.....	6:06
5.	Geo. Arents, Jr.....	60 Mercedes	Germany	6:08
6.	H. H. Lyttle.....	24 Toledo	United States.....	6:10
7.	George Heath.....	90 Panhard	France	6:12
8.	E. E. Hawley.....	60 Mercedes	Germany	6:14
9.	Wilhelm Werner....	90 Mercedes	Germany	6:16
11.	M. G. Bernin.....	90 Renault	France	6:20
12.	Albert Clement.....	90 Clement	France	6:22
14.	M. Tarte.....	90 Panhard	France	6:24
15.	George Teste.....	90 Panhard	France	6:26
16.	Charles Schmidt.....	30 Packard	United States.....	6:28
17.	Frank Croker.....	75 Simplex	United States.....	6:30
18.	J. Luttggen.....	60 Mercedes	Germany	6:32
19.	William Wallace.....	90 Fiat	Italy	6:34
10.	Paul Sartori.....	90 Fiat	Italy	8:20:14

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would have been third had the race been finished; Schmidt, with the Packard "Grey Wolf," and Croker with the Smith & Mabley Simplex. The others were Campbell, who drove S. B. Stevens' 60-h. p Mercedes, and who had more tire trouble than any other competitor, losing from this cause about two hours, and Luttggen driving Wormser's Mercedes.

According to the conditions in the deed of gift the cup will be again contested for in this country next year and the Automobile Club of France will have a representative on the commission.

Following is a brief summary of the race: Heath and Clement finished. Lyttle, Schmidt, Croker, Campbell and Luttggen were still running when the race was stopped. All the rest abandoned the race for the following reasons: Werner broke a cylinder. Tracy broke his driving shaft and then cracked a cylinder. Teste broke something on his clutch. Hawley broke both front springs. Arents wrecked his car. Gabriel broke his pump chain and overheated his engine. Webb broke a steering knuckle. Bernin broke a gear shaft. Wallace broke his clutch spring. Sartori started late and was really never in the race. Tarte stopped on account of tire and other troubles.

An attempt was made by the Citizens' Protective Association of Nassau county during the week preceding the race to have it prohibited by the authorities, an application for an injunction being presented to Justice Smith in Brooklyn. The case came up on Friday, but after both sides had presented their arguments, the judge declined to issue a permanent injunction.

Besides the fatal accident during the race proper, another fatality occurred during the period of practice on the course on October 3. On the evening of that day Herbert C. Lyttle, H. H. Anderson and Harold Rigby were driving a 24-h p. Pope-Toledo, entered in the race, over the course. When traveling along the Massapequa road, about



ENT-BAYARD AT SPEED.