

CADILLAC IS A WINNER IN ENGLISH TRIALS

LONDON, July 4—No ties resulted in either the Scottish trials or the Royal Automobile Club's 2,000-mile international test, which were run jointly, the former finishing before the latter, however. Of the two the R. A. C. event naturally was the more important, for it included 2,000 miles of running on the road in which were included 22 miles of hill-climbing, finishing up with a 200-mile speed test on the Brooklands track. This track test proved to be the spectacular side of the contest, it being a sort of a handicap affair whereby those cars which were most penalized in each class gave their more fortunate competitors handicaps according to the penalizations incurred. That is, a car which had been penalized 200 points had to give another car which was charged with only 50 points 50 minutes start in 200 miles. This naturally brought the result up to the final tape, for the car first home was the winner in its class. The Scottish trials which were completed some time ago resulted as follows:

Class A, chassis price not over \$1,000—Won by 10-12-horsepower Swift.

Class B, chassis price over \$1,000 up to \$1,250—Won by 12-14-horsepower Argyll.

Class C, chassis price \$1,250 up to \$1,625—Won by 16-horsepower Bell.

Class D, chassis price \$1,625 up to \$2,225—Won by 12-16-horsepower Vauxhall.

Class E, chassis price \$2,225 up to \$2,625—Won by 25-35-horsepower Darracq.

Class F, chassis price \$2,625 up to \$3,250—Won by 35-horsepower Deasy.

Class G, chassis price \$3,250 up to \$4,000—Won by 40-horsepower Armstrong.

The Scottish cup for the lowest fuel consumption per ton mile was awarded to the 24-horsepower Albion.

In the Royal Automobile Club's trial a 10-horsepower Cadillac was a winner in its class, but it was closely pushed by a 15-horsepower Zedel when it came to the track race. The results in the R. A. C. event were as follows:

Class A, 0 to 6.4 horsepower; two seats; minimum weight without passengers, 10½ cwt.—Won by 8-horsepower de Dion; fuel consumption, 29.1 miles per gallon; speed at Brooklands, 27.60 miles per hour.

Class B, 6.4 to 9.4 horsepower; not fewer than two seats; minimum weight without passengers, 12½ cwt.—Won by 8-horsepower Adler; fuel consumption, 26.7 miles per gallon; speed at Brooklands, 35.60 miles per hour.

Class C, 9.4 to 13 horsepower; not fewer than four seats; weight without passengers, 14½ cwt.—Won by 10-horsepower Cadillac; fuel consumption, 29.1 miles per gallon; speed at Brooklands, 31 miles per hour.

Class D, 13 to 16 horsepower; four seats; minimum weight without passengers, 16 cwt.—Won by 12-14-horsepower Singer; fuel consumption, 21 miles per gallon; speed at Brooklands, 31.20 miles per hour.

Class E, 16 to 20.8 horsepower; four seats; minimum weight without passengers, 20 cwt.—Won by 12-16-horsepower Vauxhall; fuel consumption, 26 miles per gallon; speed at Brooklands, 46.13 miles per hour.

Class F, 20.8 to 25.6 horsepower; four seats; minimum weight without passengers, 22½ cwt.—Won by 25-horsepower Fabot; fuel consumption, 26 miles per gallon; speed at Brooklands, 51.80 miles per hour.

Class G, 25.6 to 32.4 horsepower; four seats; minimum weight without passengers, 25 cwt.—Won by 30-horsepower Adler; fuel consumption, 18 miles per gallon; speed at Brooklands, 62.77 miles per hour.

Class H, 32.4 to 40 horsepower; four seats; minimum weight without passengers, 27½ cwt.—Won by 40-horsepower Armstrong; fuel consumption, 15.2 miles per gallon; speed at Brooklands, 55.74 miles per hour.

Class L, 40 to 46.4 horsepower; four seats; minimum weight without passengers, 30 cwt.—Won by 30-40-horsepower Ariel; fuel consumption, 14.8 miles per gallon; speed at Brooklands, 46.30 miles per hour.

Class K, 46.4 to 52.8 horsepower; four seats; minimum weight without passengers, 32½ cwt.—Won by 40-50-horsepower Rolls-Royce; fuel consumption, 20.2 miles per gallon; speed at Brooklands, 53.37 miles per hour.

Class L, 52.8 to 60 horsepower; four seats; minimum weight without passengers, 35 cwt.—Won by 40-50-horsepower Ariel; fuel consumption, 12.5 miles per gallon; speed at Brooklands, 50.69 miles per hour.

Of the forty-six cars started in the English test, thirty-six reached Brooklands and took part in the 200-mile speed test on that famous oval. This gives a percentage of .78 completing the test, which is regarded as being an exceedingly fine showing, considering the severity of the roads. It must be remembered that in the 2,000 miles of road work there was 23¼ miles of hill-climbing and the grades were the very worst to be found in Scotland. In scoring these hill tests the judges took the difference in time between any car and the fastest vehicle in its class as being equivalent to a delay. So well did the scheme work out that when the cars reached Brooklands, after completing 2,000 miles on the road, the relative positions were such that it seemed as if there was a chance for a contest only in one class. That was class C, in which were the Cadillac and the Zedel. However, the critics were surprised when the Brookland test resulted in changing the order in classes F, G and H, the leader in class G experiencing tire troubles and in H a broken universal joint was responsible for the upset.

The Cadillac had its work cut out for it. The distance for these two cars was reduced from 200 to 150 miles, and although it had 33 minutes 31½ seconds advantage of the Zedel at the start of the race, the latter car showed such speed that the Cadillac won by only 1 minute 14½ seconds, the Cadillac averaging approximately 31 miles an hour and the Zedel traveling 4 miles an hour faster.

The White steamer, the other American car, was in two classes. In G the 20-horsepower steamer was put out early in the road trial owing to trouble with the differential gear, which is ascribed to over-anxiety of the driver to get a good start in the Cairnwell hill-climb. In class H a 30-horsepower White steamer secured second place. It had made a fine showing in the 2,000 miles of road running and was averaging about 54 miles an hour on the track when it developed trouble inside of the axle casing. The White showed particularly well on the hills with one exception—that was at Cairnwell, when it was necessary to relight the burners. Not counting in the delay on the first hill, the White was only 7 minutes behind the Daimler on the whole 22 miles of time hills and it carried about 1,000 pounds more than any other car in its class. The White's mechanical trouble was caused by inattention to the jockey pulley for the chain which drives the

lubricator and fan spindle, the neglect of which resulted in the chain riding the sprocket teeth, thereby bending the fan-shaft, which had to be dismounted. The rest of the way the White went without a fan and on hand lubrication only. The White experienced considerable tire troubles throughout the test.

When it came to the track contest the de Dion and Adler had walkovers in their respective classes, but, as mentioned above, the Cadillac had its work cut out for it, although it had 33 minutes advantage at the start. The Singer had no opposition in class D, while in class E the Vauxhall had so much handicap it never was in danger.

TRACK RACING AT ST. PAUL

Minneapolis, Minn., July 15—Special telegram—The greatest motor race day, and the greatest turnout ever known in the northwest, combined at the races at Hamline track today, 12,000 persons filling the space nearest the finish line. The first race was No. 3 on the score card, a 5-mile run for stripped stock machines to cost \$1,250 or less. It proved to be a speedy race, developing a fast mile credited to the Buick, driven by Charles Nyquist, in 1:17¼. Nyquist got away finely and never was headed, reaching the wire first on every mile as it was reeled off. His time was 6:05½ and he defeated Wheeler in a Ford, Reynolds in a Buick and Goerr in a Ford, in the order named. The great event of the day, the trials of the crack performers to lower the track mile record with flying start, which was placed by Walter Christie at :52, caused no end of excitement but no one smashed the record by 2¼ seconds, Christie again getting the best time. Christie was sent away first and made the mile in :54¼. Barney Oldfield, driving a Stearns Greyhound, made a trial but could get no better than :56¼. Ralph de Palma came on with his Peerless Green Dragon, but the best he could do was :58 flat. Event No. 5, for 40-horsepower chassis, distance 15 miles, was won by Ralph de Palma in an Allen Kingston in 5:14¼. A. H. Patterson was second, driving a Packard, owned by Oliver Crosby. Event No. 4, for 60-horsepower chassis, was won by de Palma, in the Allen Kingston car in a 5-mile run. Time 4:56¾. Charles Soules, in a Stearns owned by Barney Oldfield, was second; Bernin, driving a Renault, was third in this race.

AFTER ANOTHER DIVIDEND

Hartford, Conn., July 10—On Tuesday of this week Vice Chancellor Howell, of the court of Newark, signed an order which will make it possible for the receivers of the Pope Mfg. Co. to declare within a short time an additional dividend of 25 per cent on approved claims