Florida Automobile Races

The fourth annual automobile tournament held on the Ormond Beach, Florida, was by no means a time of unmixed pleasure or even of excitement, but it ended on January 29 in a blaze of glory through the unparalleled speed of over two miles a minute having been achieved, by two automobiles, one a Stanley steam-er, the other a Darracq gasoline machine.

Florida as a sunny clime does not always hold its reputation in mid-winter, and this year the weather was intensely disagreeable; but there was a fine meet, and the crowds of people in attendance bore the climatic discomforts with admirable fortitude.

The races opened on Tuesday with One-Mile International for Sir Thomas R. Dewar's trophy. The first heat indicated the great speed capabilities of the 30 H. P. steam Stanley machine, for F. H. Marriott drove it over the course in 32½ seconds. W. Clifford Earp, with an 80 H. P. Napier, made second time in 40 seconds. Next came A. W. Fletcher,
driving G. W. Young's 110 H. P. Fiat, in 41 seconds. The second heat was won by V. Lancia, with 110 H. P. Fiat, in 37\% seconds. E. Adrino was second with 110 H. P. Fiat; time, 38\% seconds.

The final of this race was won by F. H. Marriott in the 30 H. P. Stanley; time, 33 seconds. E. Cedrino, 110 H. P. Fiat, second; time, 38 seconds.

Next event was One-Mile Heavyweight Gasolene Championship. First heat was won by E. Cedrino, 110 H. P. Fiat; time, 30 seconds. Second heat was won by W. Clifford Earp, driving G. W. Young's 110 H. P. Fiat, in 39\% seconds. The second heat of this event was won by V. Lancia, with 110 H. P. Fiat, in 42 seconds. Next was W. Clifford Earp, in 80 H. P. Napier; time, 43\% seconds. The final was won by V. Lancia, 110 H. P. Fiat; time, 3:01\%. W. H. Fletcher, 110 H. P. Fiat, was second, and F. H. Marriott came in third with his Stanley steamer.

The Five-Mile Heavyweight Gasolene Championship came next and was won by W. Clifford Earp with the 80 H. P. Napier; time, 2:56. Next came Joseph Downey, driving 90 H. P. Mercedes; time, 3:29\%.

Five-Mile Middleweight Gasolene Championship was next. Won by E. Cedrino's 30 H. P. Fiat Junior. Time, 3:53\%. D. D. Holmes, with 50 H. P. Wayne, was second. Time, 5:46.

The first event of the third day was the Fifteen-Mile Price Handicap American Touring Cars Fully Equipped. Won by Frank Durbin, 20 H. P. Stanley, 25 seconds; time, 13:46\%. D. B. Holmes, 50 H. P. Wayne, scratch, and J. E. Bristol, 30 H. P. Stoddard-Dayton, 5 seconds, also started. One second allowance was given for each $100.

Ten-Mile Corinthian Championship, Amateur, for the George W. Young Trophy.—First heat won by S. B. Stevens, 80 H. P. Darracq; J. R. Harding, 90 H. P. Mercedes, second. Second heat won by J. L. Breese, 60 H. P. Mercedes; C. W. Barron, 90 H. P. Fiat, second.

Final won by S. B. Stevens, 80 H. P. Darracq; time, 9:28. J. L. Breese, 60 H. P. Mercedes, second; time, 9:47\%.

After the Ten-Mile Middleweight title had been annexed by the new-bought 80 H. P. Darracq of S. B. Stevens, driven by Guy Vaughan, and H. N. Harding had scored in the Corinthian Handicap with E. W. Sutphen's Daimler, the course was made ready for the clamorous motor giants.

Marriott, whose ability was now recognized, fled down the boulevard of the turbulent Atlantic with the quivering "Teakettle," the McMurtry instrument glee-
fully firing a shot when the three watches registered $18\frac{2}{3}$—121.57 miles an hour. This performance erased everything—official, unofficial, and alleged marks—from the time slate.

Chevrolet, a favorite who invariably preserves an unruffled exterior under the most trying circumstances, was entrusted with the 200 H. P. Darracq taken away from the choleric Hemery, and over the sands he went with a velocity that measured $19\frac{2}{3}$ seconds in time—115.30 miles in sixty minutes. This now rates as the world's gasolene record.

Chevrolet again triumphed in the gasolene ranks, wherein the cars were such that they could be converted into touring form without much labor. The big Darracq swirled the mile in $30\frac{2}{3}$, thus wiping out the accepted 1905 MacDonald (Napier) $:34\frac{2}{3}$ and the unaccepted Bowden (Mercedes) $:32\frac{2}{3}$ performance. Cedrino's Fiat did $:36\frac{2}{3}$, Earp's Napier $:37\frac{2}{3}$, and Kulick's Ford $:40$, with the lighter cars tapering off with new class marks.

Summary for Fourth Day

Ten-mile Middleweight Championship (all powers).—Won by Guy Vaughan, driving S. B. Stevens' 80 H. P. Darracq; time, 7:30; E. Cedrino, 30 H. P. Fiat, second; time, 7:50.


Kilometer Record Trials.—Steam (all weights).—Won by F. H. Marriott, 30 H. P. Stanley; time, $:18\frac{2}{3}$, world's record.
Gasolene (heavyweight).—Won by Louis Chevrolet, driving S. B. Stevens’, 200 H. P. Darracq; time, 1:19 8; world’s gasolene record. W. Clifford Earp, 80 H. P. Napier, 2:11 8; E. Cedrino, 110 H. P. Fiat, 2:22 8; Frank Kulick, 105 H. P. Ford, 2:24 8.


Gasolene (lightweight).—Won by C. Fleming, 8 H. P. Maxwell; time, 5:59.

One-Mile Record Trials—Steam (all weights).—Won by F. H. Marriott, 30 H. P. Stanley; time, 28 8, world’s record.

Gasolene (heavyweight).—Won by Louis Chevrolet, driving S. B. Stevens’ 200 H. P. Darracq; time, 3:30 8, new world’s gasolene record. E. Cedrino, 110 H. P. Fiat, 3:36 8. W. Clifford Earp, 80 H. P. Napier, 3:37 8; Frank Kulick, 105 H. P. Ford, 4:00.


Gasolene (lightweight).—Won by C. Fleming, 8 H. P. Maxwell-Briscoe; time, 1:29 8.

Summary for Last Day

Ten-Mile Open Handicap.—Won by Lancia, 110 H. P. Fiat, from scratch, in 6 minutes 18 8 seconds. Hilliard, 80 H. P. Napier, from 1 minute, second, in 8 minutes 34 8 seconds. Harding, 90 H. P. Mercédès, from 2 minutes 48 seconds start, third.

Thirty-Mile Championship for American-Built Cars.—Won by Marriott, Stanley, in 34 minutes 18 8 seconds. Walter Christie, 100 H. P. Christie, second, in 37 minutes 24 8 seconds. Kulick, 100 H. P. Ford, did not finish.

Fifteen-Mile Championship.—Won by Lancia, 110 H. P. Fiat, in 10 minutes, establishing a new record. Hilliard, 80 H. P. Napier, second, in 11 minutes 36 8 seconds; Cedrino, 110 H. P. Fiat, failed to finish.

Ten-Mile Open Championship, combined with Ten-Mile Heavyweight Championship.—Won by Lancia, 110 H. P. Fiat, in 6 minutes 19 8 seconds. Marriott, Stanley, second, in 7 minutes 35 8 seconds. Hilliard, 80 H. P. Napier, broke a spark plug.

One-Mile Middleweight Championship.—Walkover for Vaughan, 50 H. P. Darracq; no time taken.

Two-Mile-a-Minute Record Trials.—Won by S. B. Stevens, 200 H. P. Darracq, driven by Demogeot, in 58 8 seconds; F. E. Stanley steamer, driven by Marriott, second, in 59 8 seconds. First trial—Stanley, 1 minute 3 seconds; Darracq, 1 minute 1 8 seconds.

Owing to stress of circumstances we have been compelled to draw upon The Automobile for most of the foregoing information.

Catching a Runaway

The poet Cowper tells us in his delightful way the story of John Gilpin’s famous ride—how a runaway horse took him many miles further than he intended to go, and how his wife helplessly looked
One morning last month a steed harnessed to a light delivery wagon started at 114th street and Lexington avenue, New York, and, like Lord Tomnoddie's famous drive, carried ash barrels and apple stands and everything before him. Patrolman Clarke heroically seized the bridle and was dashed to the ground and severely bruised. Mrs. Callnare was in the path and received injuries. The incident was deepening into tragedy when Patrolman Long, who was gracefully swinging his club at the corner of 117th street, saw the fiery steed and attachment coming up the avenue. He also saw an auto occupied by a lonely chauffeur at hand. The policeman sprang to the rear seat. The alert chauffeur took in the situation at a glance. The horse had the start, but inch by inch the auto crept nearer and nearer, and the brawny policeman reached out and caught the bridle and held on. The chauffeur changed his gearing and the subdued steed realized that he was up against superior forces. The policeman mounted the battered wagon and conducted the cowed colt back to where his race began. The chauffeur, without waiting for thanks, swiveled around and whisked away.

**Governing Cooling Circulation**

Taking everything into consideration, including changes in the weather and the extraordinary sensitiveness of the mixture to minute atmospheric changes and the consequent variation in the heat evolved by it, probably the only way to approximate a correct thermal regulation in cylinder cooling would be to by-pass a portion of the jacket water and to control the auxiliary flow by means of a thermostatic valve, either directly in contact with the walls or projecting into the combustion chamber. In some such way a nearly perfect regulation might be obtained. But,