

BRUCE-BROWN KILLED IN AUTO RACE TRIAL

Young New Yorker Hurlled to
Death on Vanderbilt Cup
Track Near Milwaukee.

HAD JUST MADE NEW RECORD

Tire Bursts and Sends Machine
Hurling Into a Field—His
Mechanician Dying.

MILWAUKEE, Oct. 1.—David Bruce-Brown, a wealthy young New York sportsman, lost his life, and his mechanic, Tony Scudalari, was mortally injured to-day on the new Wauwatosa automobile course on the eve of the eighth running of the Vanderbilt Cup race.

Brown was driving his high-powered Fiat car 90 miles an hour when the rear left tire blew out. The heavy car swerved into a ditch and a second later men and machine were catapulted diagonally across the road and into a field. The men were thrown clear of the car, which was hurled high in the air and wrecked.

Bruce-Brown's skull was fractured, his left leg broken, and he suffered internal injuries. Scudalari's skull was crushed, his right arm was broken, and his body was seriously torn.

Bruce-Brown died at Trinity Hospital of hemorrhage of the brain three hours after the accident, having only partially regained consciousness for a few minutes. Surgeons had trephined his skull on both sides in an effort to save his life.

Caleb Bragg, Bruce-Brown's close friend, Ralph de Palma, Teddy Tetzlaff, and other well-known drivers stood weeping in the hospital corridor as Bruce-Brown was wheeled from the operating room to a private ward. The hospital authorities withheld news of his death for an hour.

Drivers Say Course is Dangerous.

Bruce-Brown, according to Bragg, met death in a heroic but futile effort to keep his swerving car on the comparatively narrow roadway after the explosion of the rear tire.

Bragg declared that the course was dangerously narrow. He asserted that Bruce-Brown could have saved himself under similar conditions on a wider road. Exceptions, however, were taken to this statement by officers of the Milwaukee Automobile Dealers' Association, under whose auspices the races are to be held. Referee A. R. Pardington also declared that the accident was not due to the course.

"The accident was unavoidable," said Mr. Pardington, "and the track was in no wise to blame. It is in excellent condition. The casting of the tire would have upset any machine traveling at that speed, no matter how excellent the course was."

Had Just Made a New Record.

The wreck occurred while Bruce-Brown was racing a few yards behind Tetzlaff in a Fiat. Bruce-Brown had just driven the fastest lap of the day's tuning up trials and had set a new record of five minutes fifty-three and eight-tenths seconds for the 7.77-mile course. He was endeavoring to better this record and had just attempted to pass Tetzlaff when the crash came.

Tetzlaff declared he did not hear the tire explode but missed Bruce-Brown behind him as he slowed down to take the "grave-yard" turn at the lower end of the south Fond du Lac Road. Tetzlaff at once reported "Brown's out" to patrol judges at the stands. Meanwhile George Clark, one of the Mercedes drivers, discovered the plight of Bruce-Brown and telephoned for an ambulance from a nearby farm house after giving first aid to the injured men.

His Mother Summoned.

While the surgeons were working over Bruce-Brown at the hospital, a half dozen friends of the young driver were making repeated efforts to reach his mother by long-distance telephone at Mrs. Bruce-Brown's country place, Islip, L. I., and at her town house in East Seventieth Street, New York City. Messages also were sent to Bruce-Brown's brother in New York and to other relatives. Tonight messages were received here stating that Mrs. Bruce-Brown, accompanied by other relatives, had started for Milwaukee.

Bruce-Brown had been in Milwaukee only a few hours when the accident occurred. He arrived from New York this afternoon accompanied by his manager, V. W. Kliesrata, and Caleb Bragg. To-day was the first time he had gone around the course since the early trials more than a week ago.

He was greatly interested in preparing for Saturday's Grand Prix Race, the only event in which he was entered. He had won the American Grand Prix at Savannah, and he had hoped to win again this year, which would have made him permanent holder of the American Grand Prix Cup.

David L. Bruce-Brown was born in New York in 1887 and began auto racing six years ago. The first car he ever drove in a race was owned by his mother, who lives at 13 East Seventieth Street, New York City. He won his novice race at the Empire City track near Yonkers. In 1908 he ran away from Harstrom's School at Norfolk and drove in amateur events in Florida, making his world's one-mile amateur straightaway record of 0:33 3-5, beating the record held by William K. Vanderbilt, Jr., for that distance.

In 1908 he also won the Shingle Hill climb at New Haven, Conn., and drove in the Briarcliff road race. In 1909 he lowered his amateur mile record to 0:33 in Florida, winning Sir Thomas Dewar's cup for the fastest mile regardless of class, and breaking the world's ten-mile record, rolling start. In the same year he won the one and two mile straightaway trials at Jamaica, L. I. He drove the "Hemery Benz" in all his 1909 races. He won a free-for-all event at Giant's Despair Hill climb, and made the Shingle Hill record of 0:51 4-5, defeating Motor Cycle Racer Wray. He was thirteenth in the Vanderbilt Cup race of that year.

In 1911 he was third in the 500-mile international speedway race at Indianapolis. His two most brilliant victories were the Grand Prize race at Savannah in 1910 and 1911. The former he won with a Benz car and last season he was again successful with the same Fiat in which he met death.

In the French Grand Prix this year Bruce-Brown won the first leg of the two days' event and finished third, but was disqualified for taking on gasoline outside a regular station.

In 1910 he was obliged to turn professional in order to drive with fast company. In spite of the fact that he has made a great deal of money in racing, he drove principally for sport. Although only 25 years old, Bruce-Brown was recognized as one of the best racing drivers in the country.