

the highest speed on the first tests for rating being 451 revolutions per minute. In the extra tests one mile down stream was run in 3 minutes 39 seconds, the speed being 440 1-2 revolutions per minute; in a two-mile run, up and down, the average time was 3 minutes 41 1-2 seconds, and the speed 440 1-2 revolutions per minute. The best round made in the races was at a speed of 16.36 miles, or 3 minutes 40 seconds per mile; as it was not possible that the motor could run up to the assumed figure of 455 revolutions per minute, on which the rating was based, the protest was rejected by the committee.

Commodore Bourne, of the New York Yacht Club, whose handsome island home overlooks the course, presented a beautiful silver pitcher for the boat making the best time in the three races, the winner being H. A. Lozier's *Shooting Star II*. The results of the three races were computed on the point system, but as *Chip* won every race this was not necessary.

The Chippewa Yacht Club retaining the cup, the next match will be over the same course.

## MATHESON VANDERBILT CARS.

### Two Machines Nearly Completed Are Stripped 1906 Touring Car Models.

*Special Correspondence.*

HOLYOKE, Mass., Aug. 25.—The Matheson Motor Car Co., of this city, expects to have completed within a week the two cars which will be entered in the Vanderbilt Cup race elimination trials. The Matheson company will enter one car in its own name, and Tom Cooper will drive it. The other will be entered by Lowell M. Palmer, Jr., of New York City, for whom it is being built.

With modesty becoming to newcomers in the big racing game, the Mathesons are saying little and claiming less. The cars they are preparing for the contest are in no sense regular racing machines, being merely stripped touring cars, somewhat lightened and strengthened for the race. The cars will embody improvements on this year's model, but these are not radical, and at present the firm is reticent regarding just what these changes are. This not only because of the coming contest, but because they consider it too early to give away new ideas in next year's cars.

The racers are of 40 horsepower, with four-cylinder engines, though neither of these points will mark advances on the present cars. They will weigh, stripped, about 2,100 pounds.

An official of the company stated this week that its hopes of eligibility in the elimination trials will be based considerably on the reliability of the cars. It is known that they are capable of a speed of 60 miles an hour, and it is believed that this should be sufficient to land a place on the American team.

The Holyoke racer will be given a thorough try-out before being sent to Long Island. Tom Cooper, the Matheson driver, will make his first appearance at the wheel of a road racer in this car, and it is realized here that his lack of experience in this class of racing will be an important factor in the outcome.

## KISER TESTIMONIAL IS LARGELY ATTENDED.

### Five Thousand Spectators Witness the Smashing of the Mile Record on a Half-Mile Track—Oldfield, Burman and Fisher Help to Make Meet a Success.

*Special Correspondence.*

DAYTON, O., Aug. 26.—In the Earl Kiser Testimonial races given here this afternoon, Charles Burman, of Los Angeles, Cal., driving a Peerless stripped touring car, broke the record for the mile on a half mile track, going the distance in 1:18 and clipping one and two-fifths seconds off the previous record held by himself. The mile was the first of a three-mile exhibition event against time. The three miles were covered in 3:54 4-5.

Barney Oldfield drove his *Green Dragon* two miles against the record but failed to break it, making the distance in 2:39 2-5.

Oldfield and Burman engaged in a match race, Oldfield driving his Peerless *Green Dragon* and Burman his Peerless touring car. The race was to be three heats best two out of three, and the distance was three miles. Oldfield won the first two heats. The first was won in 4:53 3-5. Burman's time was 4:53 4-5. The second heat was won in 4:47 4-5. Burman's time was 4:48 1-5.

Five thousand people attended to-day's races. Nearly that number of dollars resulted from the testimonial to Dayton's favored son, who was injured while preparing to race against Webb Jay and Barney Oldfield for the Diamond trophy at Cleveland two weeks ago. The races were attended by Barney Oldfield, Charles Burman, Carl Fisher and other well-known drivers. Over 700 auto enthusiasts from out of town were here.

Following are the summaries:

Three miles open to runabouts.—Harry Gaddis, Franklin, 1st; Ed. Borderwisch, Queen, 2d; Mr. Gibbons, 3d. Time, 5:54 1-5.

Three miles against record by Charles Burman. Time, 3:54 4-5. First mile in 1:18, breaking record for mile on half-mile track.

Three mile open to light touring cars.—Scott McDonald, Reliance, 1st; Ed. Borderwisch, Queen, 2d; Harry Cappel, Winton, 3d. Time, 6:20 2-5.

Fourth event.—Match race, Barney Oldfield against Charles Burman, three miles, two out of three heats.—Oldfield won first two heats. Time, 4:53 3-5, 4:47 4-5.

Three miles open to heavy touring cars carrying passengers.—Carl Fisher, Pope-Toledo, 1st; John S. Johnson, Winton, 2d; Howard Friend, Pope-Toledo, 3d. Time, 5:45 4-5.

Three-mile handicap.—Harry Gaddis, 1st; Ed. Borderwisch, 2d. Time, 5:43 3-5.

Two miles trial against record by Barney Oldfield.—Time, 2:39 2-5.

## ATLANTIC CITY BEACH TESTED.

*Special Correspondence.*

ATLANTIC CITY, N. J., Aug. 26.—Those who feared that Atlantic City did not possess a beach broad enough or sufficiently firm for racing will be reassured by the statements of Secretary S. M. Butler, of the Automobile Club of America.

He was here on Friday and inspected the stretch of sand on the lower beach, as the guest of President Walter E. Edge, of the local Automobile Club.

The tide was low at the time, and five cars were run abreast at a fast clip, and the track stood the test splendidly. Mr.

Butler says the beach is everything claimed for it.

Unfortunately a number in this locality were misled by several articles in the papers, stating that the wheels of cars sunk in the sand. This report originated in an accident to a big car, the driver of which attempted to run it around one of the jetties that extends from the board walk. As the sand here was soft, he did what everyone who saw him expected he would—stuck. Two horses were required to pull him out, and, the tale was spread, with elaborations.

## BALTIMORE RACES IN DOUBT.

*Special Correspondence.*

BALTIMORE, Aug. 23.—It is more than probable that the race meet which was to have been held here on two days in September, and for which a sanction had been given the Automobile Club of Maryland by the American Automobile Association, will be called off as a result of the recent accidents to several of the prominent drivers, including Earl Kiser and Webb Jay, the latter of whom is well known here and had promised to be present on one of the days. Officials of the club are at present out of the city, but H. M. Rowe, a member of the publication committee, is authority for the statement that the meet will not be held.

In place of the track races an endurance contest for a fine trophy is probable, the car showing up best in a certain number of runs between Baltimore and surrounding places—such as Philadelphia, Washington, Atlantic City and others—receiving the prize and holding it until it is re-awarded in competition later.

## PARADE AT SAVIN ROCK.

### Decorated Cars Make Pretty Night Scene at Connecticut Resort.

*Special Correspondence.*

NEW HAVEN, CONN., Aug. 28.—Though twice hampered by most inclement weather, the first automobile carnival and parade ever held in this vicinity was successfully carried out at Savin Rock, the popular watering resort of New Haven, Saturday.

Both cottagers at the resort and street railway officials did everything possible to make the event a success, and thousands thronged the beach promenade and the gayly decorated thoroughfares, making a brilliant scene. Thousands of Japanese lanterns, electric lights and Roman candles threw a glamor over the affair which was indescribably charming. Five bands were in attendance, and hundreds of automobilists gathered from all over the state.

The feature of the carnival was the auto parade, which started at 9:15 at night, headed by an automobile decorated with American flags, carrying General Manager John C. Punderford, of the Consolidated Street Railway Company, Joseph Johnson and Samuel Goodwin, the committee of arrangements. As the long line of gayly decorated machines slowly moved up Beach street, to the music of the several bands, amid the boom of fireworks and clouds of confetti, multitudes of vari-colored bombs were discharged from the lawn of Hill's Homestead Hotel, illuminating the shore for miles.

With a Rambler touring car entirely covered by a most realistic representation of the Japanese cruiser *Fushima*, the first prize was awarded Samuel Campbell, of New Haven. Mr. Campbell's car was a marvel of the decorator's art, and elicited applause