

nal Vanderbilt entry. Stricker has been a Protos pilot in the last two grand prix contests. He was some years ago a demonstrator in New York city for the late Alexander Fisher, at that time importer of the Rochet-Schneider. To Stricker's instructions, it will be remembered, Louis Strang attributed his success as a racing driver. The Mercedes pilot is expected to reach this country next week and will at once take up his quarters at Mr. Graves' racing garage at Mineola.

The Vanderbilt cup commission is scheduled to meet today. Mr. Vanderbilt sailed yesterday and is due to arrive early next week. Important developments are

The New York club's contest committee is making extravagant claims for its proposed race at Savannah under European rules. Its chairman seriously puts forth the statement that the entry of fifteen cars by foreign makers is assured. The only actual paid entries so far seem to be three Fiats, but claims of entries promised by other importers are made, and that the nominations of three Garfords, a Stearns, a Lozier, a Chadwick, an Acme and a Pennsylvania are assured.

"If all those European racing cars are actually to be on hand," remarked an American maker, "then it strikes me that American manufacturers who send stock cars way down to Savannah with strong chances of being merely 'also rans' are fit candidates for the easy mark class."

Two more American makes of light cars are assured of representation in the race for this class the Automobile Club of America proposes to run on the day before its contest at Savannah for big cars under European rules. A four-cylinder Buick will be driven by Edward A. Hearne, of Chicago. The Cameron Car Co., of Beverly, Mass., writes it will enter one or more air-cooled cars, as it believes that for the first time in the history of competitions of this descriptions an opportunity is afforded "to demonstrate to the public and trade the relative merits of air and water cooling systems for use in light cars."

#### SCENIC TOUR PLANNED

New York, Sept. 1—The "ideal tour" of New England promoted in the early summer by the Automobile Club of America proved so picturesque and pleasurable to the coterie of participants that the club plans an autumn run. The route selected by its bureau of tours is deemed rich enough in scenery to justify making the proposed junket-a-motor "the scenic tour." It will be an 11-day run of 935½ miles, starting on September 28 and ending on October 8. The route chosen crosses the Pocono and Catskill mountains, the foothills of the Adirondacks, enters the Lake George and Lake Champlain region, and carries the caravan finally across the Green mountains, whence the finish in New York will be reached by way of Waterbury, Conn. The route will be marked by green arrows with numbers referring the tourists to route cards.

## LONG RACE IN TEXAS

### Stoddard-Dayton Captures Exciting 12 Hour Track Event on San Antonio Track

San Antonio, Tex., Aug. 24—David Pryor's Stoddard-Dayton yesterday won the 12-hour endurance race at the international fair grounds race course in the most exciting driving exhibition ever seen in San Antonio. Staaeke Brothers' Studebaker came in second, and G. D. Robbins' Mitchell touring car third. The Stoddard-Dayton covered 574 laps of the ¼-mile track, the Studebaker 560 laps and the Mitchell 539 laps. Only these three cars raced through the full 12 hours. A Thomas was the first to leave the course for good. It pulled into the paddock at 9:35 a. m. A bent axle caused by a tire exploding and throwing the machine against the fence caused its withdrawal from the race. The Mitchell roadster followed at 11:30 a. m. Engine and battery trouble was the cause of it being dropped from the contest. This left only the Stoddard-Dayton, Mitchell and the Studebaker.

These cars left the course one by one at intervals time and again for slight repairs and adjustments, only to reappear and again take up the drive around and around the egg-shaped track. It was an endurance race in more than one sense. The ability of the cars to stand the strain of rapid motion was thoroughly tested and the drivers went through 12 hours of tense, grilling work. None of the three drivers who stayed through the race had any rest during the 12 hours or more than a bite to eat snatched on the run. Within an hour all were coated with a heavy covering of grime and, steadily growing into the game, set their faces grimly on the track ahead and guided their machines unerringly over the course.

Several exhibitions of fine driving were given. That no accident occurred to mar the success of the day is attributed to the care and skill of the men at the steering wheel of the cars.

The feature of the entire race was the work of Alfred DeHymel, 18 years of age, who drove the Stoddard-Dayton to victory. DeHyman never had been in a race before, yet he handled his car with a skill that at all times baffled his opponents. A burst of speed that brought forth a roar from the grandstand was made by the Stoddard-Dayton towards the close of the race. With 10 minutes yet to run, the signal was given by the owner to Dehyman to "let her out." Previous to that time the car had been held in more or less. During the rest of the race the ground fairly burned under the long red racer. Within five laps the other two cars were passed twice. Cheers shook the amphitheater each time the car passed the stand.

More than 1,000 people witnessed the race. That wouldn't be much of a crowd

at an eastern meet, but here in Texas this is regarded as a good attendance, particularly at a race that extended over 12 hours. When the event started there was only a sprinkling of people in the big grandstand, but as the day wore on the people turned out in larger numbers, so that when the Stoddard-Dayton romped home an easy winner there was what might be termed a big crowd out. The result was received with the greatest enthusiasm.

#### STICKS TO THE A. A. A.

Kansas City, Mo., Aug. 31—In deciding to run its 8-day reliability run, which is scheduled for September 19-26, under the sanction of the American Automobile Association, the Automobile Club of Kansas City refuted the rumors that it had withdrawn its allegiance from the national organization. President W. W. Cowen is emphatic in his denial of such an act and in a letter sent to the chairman of the A. A. A. technical board he says:

"I have today sent President W. H. Hotchkiss of the A. A. A. the following telegram: 'Cannot understand why rumor is so persistently circulated that the Automobile Club of Kansas City has withdrawn from the A. A. A. We wish to express to you most emphatically our allegiance to the American Automobile Association and to authorize you to deny any statement to the contrary.'

"Just as soon as our program is mapped out and everything is in shape, our secretary will be instructed to apply for a sanction for the Kansas City Star trophy endurance run. Later, in October, we will want a sanction for our annual race meet on Elm Ridge track."

The 8-day endurance run starts September 19, going to Emporia, Kas., the first day, distance 127 miles; second day, to Wichita, Kas., distance 113 miles; third day, to Enid, Okla., distance 114 miles; fourth day, to Oklahoma City, Okla., distance 119 miles; fifth day, to Guthrie, Okla., distance 46 miles; sixth day, to Winfield, Kas., distance 133 miles; seventh day, to Iola, Kas., distance 141 miles; eighth day, to Kansas City, distance 146 miles; total distance, 920 miles.

#### HISTORIC CLIMB ABANDONED

Paris, Aug. 20—After 6 consecutive years, Chateau Thierry has been abandoned as the scene of the annual autumnal hill-climb. Last year a soldier on duty was killed by a motor cyclist in his endeavors to avoid an over-zealous local fireman. A lawsuit followed, bad feeling sprung up between the municipality and the organizers of the competition, with the result that the district has been definitely abandoned. Though the value of the Chateau Thierry hill-climb had gradually decreased as the motor car reached perfection, it still retained much of the importance which attached to one of the earliest testing grounds in the neighborhood of Paris.