

QUAKERS LAY OUT PARK ROAD RACE COURSE

PHILADELPHIA, Pa., Aug. 24—With the mayor, city councils and James McNichol, the local political boss, all in favor of the scheme, the probability of the proposed 200-mile stock car race in Fairmount park becoming a fixture in the program for the founders' week celebration next October is excellent. The only one who can stop the race—even should he desire to—is Colonel A. Loudon Snowden, chairman of the park commission, who is rusticated in the Maine woods, but who will be in town this week to decide the matter. He will call a special meeting of the commission and act officially in the matter at once.

Meanwhile, so sure are all hands that the necessary permission will be granted that the Quaker City Motor Club, which will manage the affair, already has gone to the expense of selecting and surveying the course. On Thursday last the club collected fourteen cars from members and agents and gave three-score of the local political lights—including Mayor Reburn, several of his directors and many select and common councilmen—a trip over the 10-mile course. While the outing was an extremely dusty one, all hands were enthusiastic over the prospects for a great race during founders' week.

The mayor, when asked for an opinion concerning the proposed race, said the contest would prove one of the most attractive of the founders' week program. He pointed to the fact that while the course is winding, all the roads are of boulevard width, and there will be ample room to take even the sharpest turns at high speed. There isn't a yard of the course that is less than 60 feet wide, while much of it approximates 100 feet. The lay of the land, too, he said, would enable hundreds of thousands of spectators to safely view the race from the natural grand stands provided by the west bank along the river drive. And as for patrolling the course, there will be at least 10,000 troops in the city during the week, and he thought some arrangement could be made to use them.

Returning from the inspection trip the mayor at once sent a letter to Colonel Snowden strongly indorsing the proposed race. "I am personally interested in this matter," said the mayor in his letter, "and I consider it of sufficient importance to ask you to take the necessary action at once, as 4 weeks' time is none too much in which to complete the necessary details. I suggest you call a special meeting of the park commission at the earliest practicable date to act in the matter."

The course, as decided upon by the committee appointed by the Q. C. M. C. board of governors, is within a few feet of 10 miles in length. The start and finish—where the huge grand stand will be erected—will be on the south concourse, near Memorial hall. This broad road is about a mile in length and the start will be

about midway. A long, easy hairpin turn will carry the racers around the Smith memorial to the north concourse, which parallels the south concourse about 250 yards from the latter. Then comes a $\frac{3}{4}$ -mile straightaway and an easy swing to the right into Belmont avenue, a $\frac{1}{2}$ -mile straightaway to the Lansdowne drive, where a more than right-angle turn will be necessary unless the committee can arrange a temporary cut-off. However, all these roads are more than 60 feet wide, and a wide swing to the left on 100-foot-wide Belmont avenue will enable the racers to take this sharp turn easily. Lansdowne drive is a typical park highway, winding through the prettiest parts of West park, around the lily pond and Horticultural hall, winding in back of Memorial hall—all relics of the centennial exposition of 1876—down steep and tortuous Sweet Briar hill to the West River drive, which follows the windings of the Schuylkill for possibly 4 miles to Neill drive where the climb out of the valley begins. There is another sharp turn on Neill drive, but again the road is so extremely wide as to make its negotiation at speed comparatively easy. Neill drive leads into City Line avenue, which marks the boundary between Philadelphia and Montgomery counties. This avenue is the only narrow bit of the entire course, but only comparatively so, having the usual 20 feet of macadam found on suburban highways. It is a stiff up-grade, however, from the river drive to the crest of the west bank, and the contestant must know the course if he expects to get the best results. The turn into Belmont avenue is less than a right angle and should give no trouble. Then follows the mile dash down Belmont avenue, an easy turn to the right into Constantinople avenue, around back of George's hill to the T. A. B. fountain, where the head of the south concourse is reached, a straightaway to the finish.

Owing to the comparative shortness of the course the entries will be limited to twenty, and cars will be started at $\frac{1}{2}$ -minute intervals. It will be necessary for contestants to cover the course twenty times, and thrills are sure to be numerous in consequence. It will be a comparatively easy and inexpensive matter to telephone the course, which at no point is more than 4 miles from the start.

The A. A. A.-A. C. A. angle was early injected into the race preparations, for the day following the first mention of the contest a rumor was in circulation that the Q. C. M. C. officials were discussing the advisability of running it under the rules of the Automobile Club of America. Messrs. Bartlett and Swain were in New York last week to discover, it was said, under which organization it would be most profitable or expedient to run the race. Questioned on the result of his alleged

visit to the metropolis, Mr. Bartlett was non-committal. "Whatever the Quaker City Motor Club does in the matter will be done with the idea of furnishing the greatest possible amount of entertainment to the hundreds of thousands of visitors to Philadelphia during founders' week," he said to the interviewers.

Sentiment here favors running the race under A. A. A. sanction, as that body has hitherto sanctioned every event held in this city up to date. "It is no longer necessary that there should be a big proportion of foreign cars in a long race in order to insure its success," say the majority of local clubmen. "To throw down the A. A. A. merely to secure a few foreign entries would be poor policy. If the foreigners won't come in, let's have an American car race."

WOMEN FINISH TOUR

Chicago, Aug. 23—A remarkable tour was completed yesterday when Miss Alice Potter, driving a Haynes touring car, reached Chicago after an 8-day run from New York. With Miss Potter were her mother and Miss Dangerfield, and the odometer showed the car had traveled 1,748 miles on the round trip. Miss Potter, who hails from Elgin, started from Chicago some 6 weeks ago with the determination of driving to New York and back without the assistance of man. With her were three young women friends, Miss Elizabeth Forest, Miss Ida Dangerfield and Miss Elizabeth Hunt. New York was reached without incident and the party passed several days in the metropolis. Then the Misses Forest and Hunt returned home by train and Mrs. Potter, aged 75, joined the party for the trip home, which was started August 15. A stop of 1 day was made at Toledo, caused by the temporary indisposition of Mrs. Potter, then the rest of the way was easy. Miss Potter did all the driving and attended to looking after the car herself. Diamond tires were fitted to the Haynes, but on the round trip there were only two punctures, both occurring on the return journey.

BADGERS ON ANOTHER TOUR

Milwaukee, Wis., Aug. 24—The Milwaukee Automobile Club held a successful short tour last Friday and Saturday, the route being from Milwaukee to Manitowoc and return. Eleven cars participated, as follows: Cadillac, James T. Drought, secretary M. A. C.; Peerless, H. H. Rice; Studebaker, Mr. Price; Rambler, Dr. Boerner; Merkel, Christ. Scholtka; Kisselkar, Dr. Louis Fuldner; Dragon, J. E. Farber; Superior, Harry Stratton; Pope-Hartford, Emil Estberg; Welch, E. H. Schwartzburg; Mitchell, Dr. Alfred Kieckhefer. "These short tours are the greatest thing in the world for pacification of farmers," said Secretary Drought. "We