

# THE AUTOMOBILE MAGAZINE

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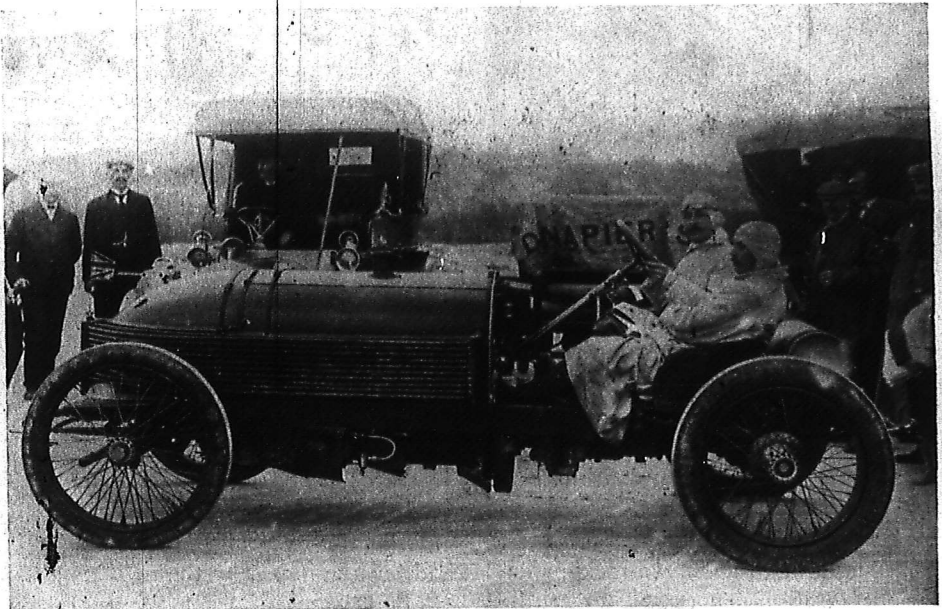
No. 3

## 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

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



W. CLIFFORD-EARP IN HIS NAPIER RACING CAR

two miles a minute having been achieved by two automobiles, one a Stanley steamer, the other a Darracq gasolene machine.

Florida as a sunny clime does not always hold its reputation in mid-winter, and this year the weather was intensely

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  $32\frac{1}{2}$  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 37½ seconds. E. Adrino was second with 110 H. P. Fiat; time, 38½ 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, 39½ seconds. Second time was made by W. H. Fletcher, driving G. W. Young's 110 H. P. Fiat, in 39½ 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, 43½ sec-

won by V. Lancia, 110 H. P. Fiat; time, 3:01½. 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, 3:29½.

Five-Mile Middleweight Gasolene Championship was next. Won by E. Cedrino's 36 H. P. Fiat Junior. Time, 3:53½. 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, 13:46½. 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.

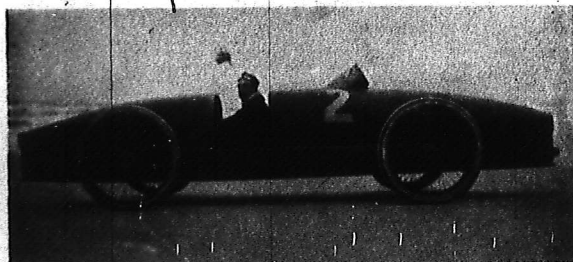
Ten-Mile Corinthian Championship, Amateur, for the George W. Young Trophy.—First heat won by S. B. Stevens, 80 H. P. Darracq; J. R. Harding,

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, 9:47½.

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-



MARRIOTT IN STANLEY STEAMER

onds. The final was won by V. Lancia, 110 H. P. Fiat, in 37 seconds. W. H. Fletcher, in 110 H. P. Fiat, was second, in 37½ seconds.

One-Mile Steam Championship came next, and Marriott with the 30 H. P. Stanley covered the mile in 31½ seconds. ^

Wednesday was a nerve-racking day. Various disagreeable episodes disturbed the pleasure of the meet, the principal event being the Five-Mile Open Championship.

The first heat was won by V. Lancia, in 110 H. P. Fiat; time, 2:54½. Second heat was won by F. H. Marriott, in the 30 H. P. Stanley; time, 2:47½. H. W. Fletcher, driving 110 H. P. Fiat, was second; time, 3:02. The final heat was

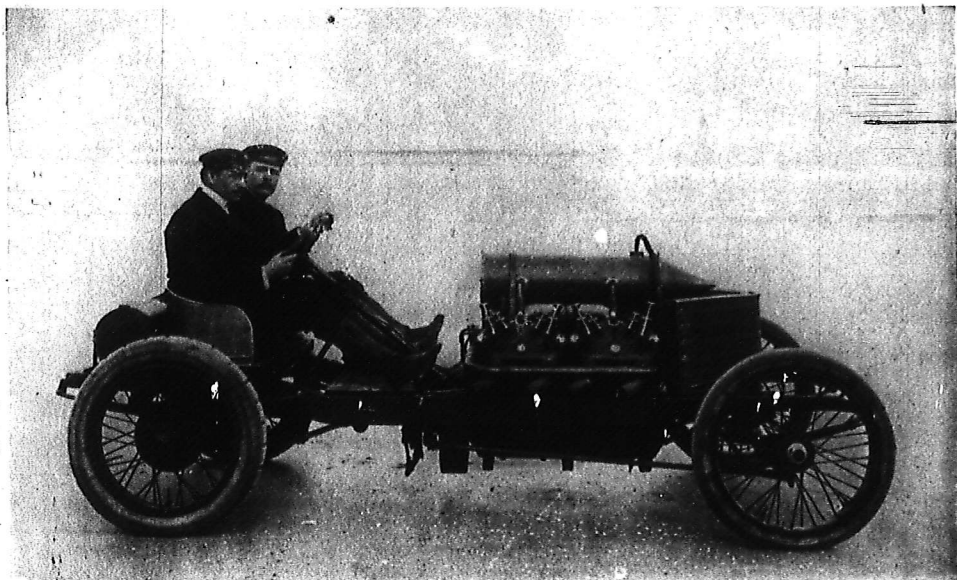
fully firing a shot when the three watches registered 18 $\frac{3}{4}$ —121.57 miles an hour. This performance erased everything—official, unofficial, and alleged marks—from the time slate.

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 $\frac{1}{2}$  seconds in time—115.30 miles in sixty minutes. This now rates as the world's gasoline record.

Chevrolet again triumphed in the gasoline 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 $\frac{3}{4}$ , thus wiping out the accepted 1905 MacDonald (Napier) :34 $\frac{3}{4}$  and the unaccepted Bowden (Mercedes) :32 $\frac{1}{4}$  performance. Cedrino's Fiat did :36 $\frac{3}{4}$ , Earp's Napier :37 $\frac{3}{4}$ , 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,



DEMOGEOT IN HIS RACING DARRACQ WITH CANNON OF BLISS FACTORY

Earp and his Napier were clocked in :21 $\frac{3}{4}$ , Cedrino (Fiat) in :22 $\frac{3}{4}$ , and Kulick (Ford) in :24 $\frac{3}{4}$ . Then the smaller craft had an inning.

The mile marks were next disturbed. Marriott again excelled with his freak steamer, and when Announcer Earl megaphoned 28 $\frac{1}{4}$  seconds—127.66 miles an hour, well under the two miles a minute—the shivering onlookers gave an ovation to Mr. Stanley, the proud constructor of the specially built space annihilator, for such it is and good for nothing else.

driving S. B. Stevens' 80 H. P. Darracq; time, 7:00; E. Cedrino, 30 H. P. Fiat, second; time, 7:50.

Ten-Mile Corinthian Handicap.—Won by H. U. Harding, driving E. W. Sutphen's 45 H. P. Daimler, 3 minutes 30 seconds allowance; time, 11:18 $\frac{1}{4}$ . S. B. Stevens, 80 H. P. Darracq, scratch, second. James L. Breese, 60 H. P. Mercedes, 3 minutes, third.

Kilometer Record Trials.—Steam (all weights).—Won by F. H. Marriott, 30 H. P. Stanley; time, :18 $\frac{3}{4}$ , world's record.

Gasolene (heavyweight).—Won by Louis Chevrolet, driving S. B. Stevens' 200 H. P. Darracq; time, :19½, world's gasolene record. W. Clifford Earp, 80 H. P. Napier, :21½; E. Cedrino, 110 H. P. Fiat, :22½; Frank Kulick, 105 H. P. Ford, :24½.

Gasolene (middleweight).—Won by S. B. Stevens, 80 H. P. Darracq; time, :25. Dan Wurgis, 32 H. P. Reo, :34½. D. D. Holmes, 50 H. P. Wayne, :41½.

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

One-Mile Record Trials—Steam (all weights).—Won by F. H. Marriott, 30 H. P. Stanley; time, :28½, world's record.

Gasolene (heavyweight).—Won by Louis Chevrolet, driving S. B. Stevens'

6 minutes 18½ seconds. Hilliard, 80 H. P. Napier, from 1 minute, second, in 8 minutes 3½ seconds. Harding, 90 H. P. Mercedes, from 2 minutes 48 seconds start, third.

Thirty-Mile Championship for American-Built Cars.—Won by Marriott, Stanley, in 34 minutes 18½ seconds. Walter Christie, 100 H. P. Christie, second, in 37 minutes 24½ 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 36½ 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 19½ seconds. Marriott, Stanley, second, in 7 minutes 35½ seconds. Hilliard, 80 H. P. Napier, broke a spark plug.

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

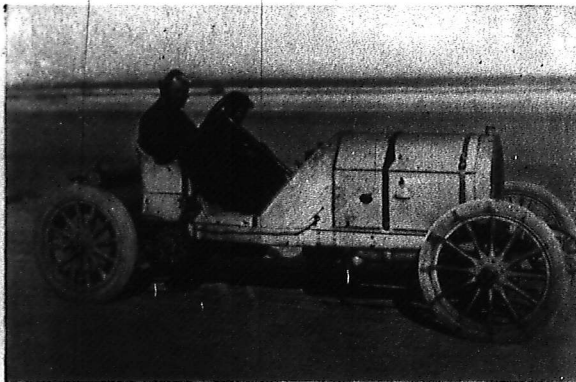
Two-Mile-a-Minute Record Trials.—Won by S. B. Stevens, 200 H. P. Darracq, driven by

Demogeot, in 58½ seconds; F. E. Stanley steamer, driven by Marriott, second, in 59½ seconds. First trial—Stanley, 1 minute 3 seconds; Darracq, 1 minute 1½ 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 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



LANCIA IN 110 HORSE POWER FIAT

200 H. P. Darracq; time, :30½, new world's gasolene record. E. Cedrino, 110 H. P. Fiat, :36½. W. Clifford Earp, 80 H. P. Napier, :37½; Frank Kulick, 105 H. P. Ford, :40.

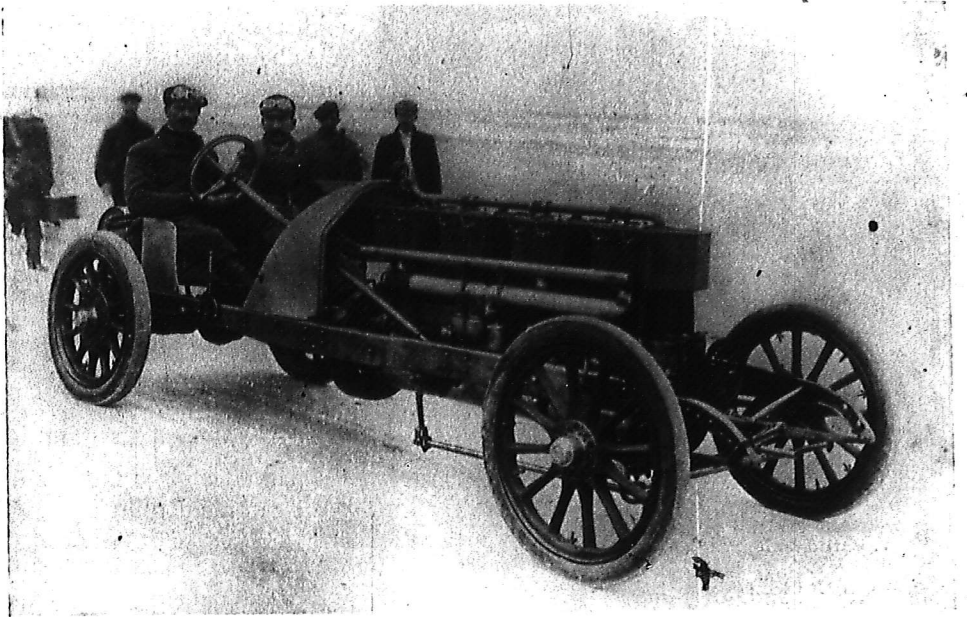
Gasolene (middleweight).—Won by Guy Vaughan, driving S. B. Stevens' 80 H. P. Darracq; time, :40½. Dan Wurgis, 32 H. P. Reo, :52½. D. D. Holmes, 50 H. P. Wayne, 1:06.

Gasolene (lightweight).—Won by C. Fleming, 8 H. P. Maxwell-Briscoe; time, 1:29½.

### Summary for Last Day

Ten-Mile Open Handicap.—Won by Lancia, 110 H. P. Fiat, from scratch, in





PAUL SARTORI IN VANDERBILT RACER THAT FAILED TO RUN AT EXPECTED SPEED

on as the fiery steed galloped away with her lord and master. Had the gentle lady been possessed of an automobile the story would have been shorter, and the horse would have been brought to terms at closer range.

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,