

## THE SAGA OF THE ROARING ROAD

canvasses, those that have for their subject the Vanderbilt Cup are now most highly prized and the ones that I will probably search out with failing eyes in the years when my skin is wrinkled and my gums shrunken.

For it was my privilege to start the first race for this historic trophy in 1904 and to send the field away for the final chase in 1915, and to flag the winners of all eight contests, that were held in between. In these twelve years I have seen this silver token of road racing supremacy splashed with the blood of sacrifice and dulled by the tarnish of temporary retirement. Now consigned to the black vaults of oblivion, never again will it catch the sunshine and flash a challenge from distance and time to men and motors, never again will it lure tens of thousands from ocean to ocean to the carnival of daring. Yet it is still a cherished thing, an eternal monument to honorable sportsmanship.

Perhaps as a matter of passing record, it would not be amiss to set down here the names engraved upon it:

George Heath, an expatriate American, who won the inaugural race in a French Panhard in 1904, and repeated this victory in 1906.

Louis Wagner, winner of the 1905 race, in a French Renault.

George Robertson, who, in 1907, scored the first American triumph in the classic at the wheel of a Locomobile.

Harry Grant, who took the last two contests held on the Long Island course, in 1909 and 1910, with his Alco.

Ralph Mulford, who, as a member of the Lozier team, captured the Savannah race in 1911.

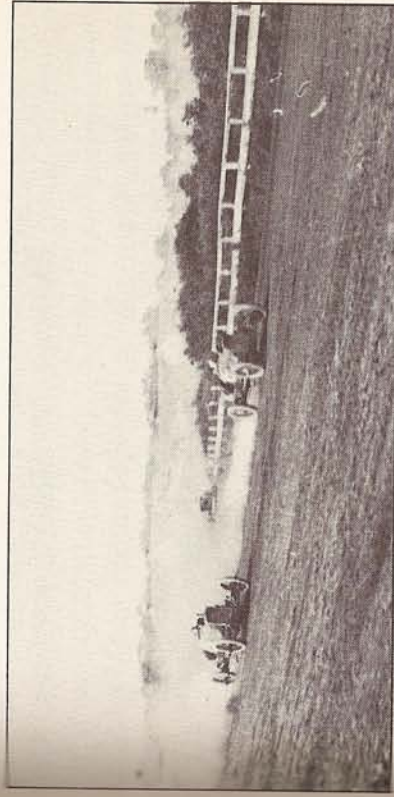
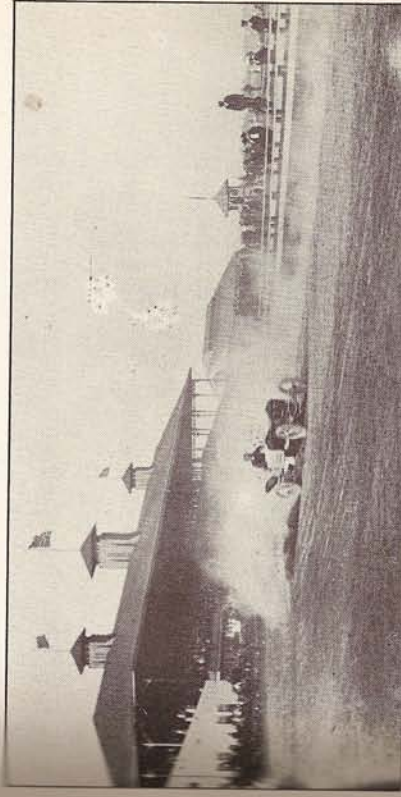
Ralph de Palma, first across the timing wire at

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Milwaukee in 1912, when he was piloting a German Mercedes.

Earl Cooper, who scored a "native son" victory at Santa Monica in a Stutz in 1913.

Dario Resta, the last name of all to be inscribed on the trophy, by virtue of his triumph with the French Peugeot in the 1915 race at San Francisco.



Top: C. A. Coey in the Thomas Flyer "Tornado" at the Hawthorne one-mile dirt track, Chicago, Decoration Day, 1905.

Lower: Eddie Rickenbacker and Billy Chandler in Mason Cars at Libertyville, Illinois, August 9, 1913.