

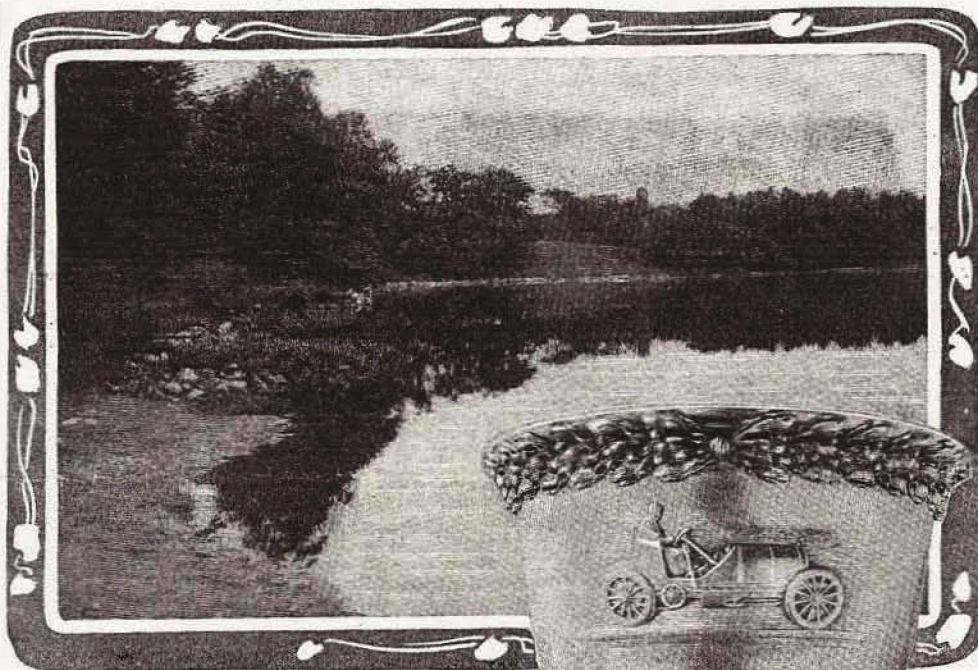
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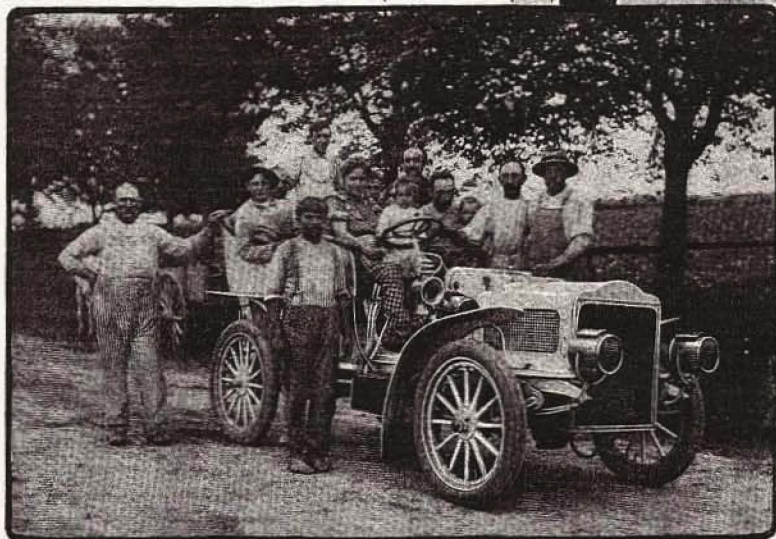
NEW ROUTE FOR VANDERBILT CUP RACE



LAKE SUCCESS, IN VANDERBILT ESTATE

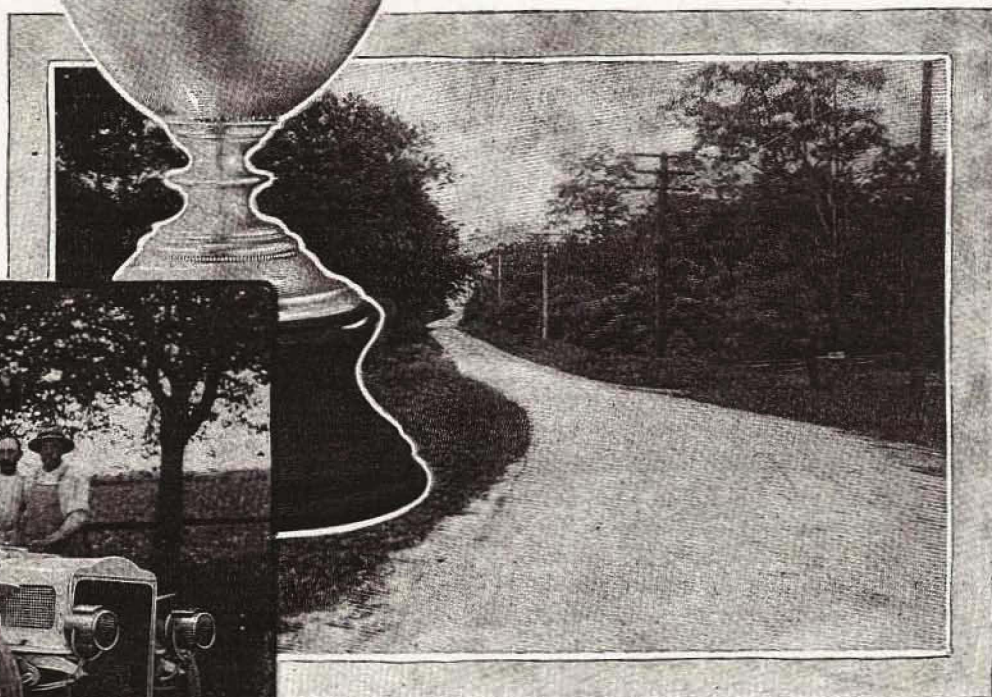
New York, June 27—It is expected that before the week closes the supervisors of Nassau County, Long Island, will have given the required permission for the use of the course chosen for the Vanderbilt race. MOTOR AGE is, however, able to present herewith views and a description of it. There seems little doubt of permission being re-

TYPICAL FARMERS ON NORTH TURNPIKE



ceived to run the race over the course selected, as a local election with the Vanderbilt race as the issue was won by the pro-race party.

In looking for a new course Mr. Vanderbilt and Chairman Morrell had in view the abolition of all controls. To gain this end all towns had to be avoided. A course to the north of the former one was found and determined upon. This course is to the north of the old one in the direction of Oyster Bay at the eastern and Roslyn at the western end of the quadrilateral. Being 22 miles in length fourteen laps will be required to bring it up to the minimum of 300 miles, set by the rules. So far as breadth of road and straight stretches go it is hardly the equal of the old course. Fourteen miles of it will admit of the highest speed and easy passing of cars. The road is rather sinuous and narrow for the other 8 miles. No limit of speed will be necessary for 14 miles, but for the other 8 miles 40 miles an hour will be a reasonable maximum to be expected. The course is more hilly, too, than the old one, grades of



ON THE PROPOSED VANDERBILT CUP RACE COURSE—OYSTER BAY ROAD, FULL OF SHARP TURNS IN SHAPE OF LETTER S, BUT OTHERWISE A GOOD STRETCH—IN CENTER ILLUSTRATION OF CUP DONATED BY WILLIAM K. VANDERBILT, JR.

4 and 5 per cent occurring rather frequently.

In rough outline the quadrilateral of the course is made up of a 7-mile stretch east from New Hyde Park to Jericho over the Jericho pike, over which last year's race was started and finished; a 5-mile run north from Jericho to East Norwich, a little to the south of Oyster Bay; a 5-mile stretch to Bull's Head hotel, southeast of Roslyn; and 5 miles run to New Hyde Park on the Jericho pike.

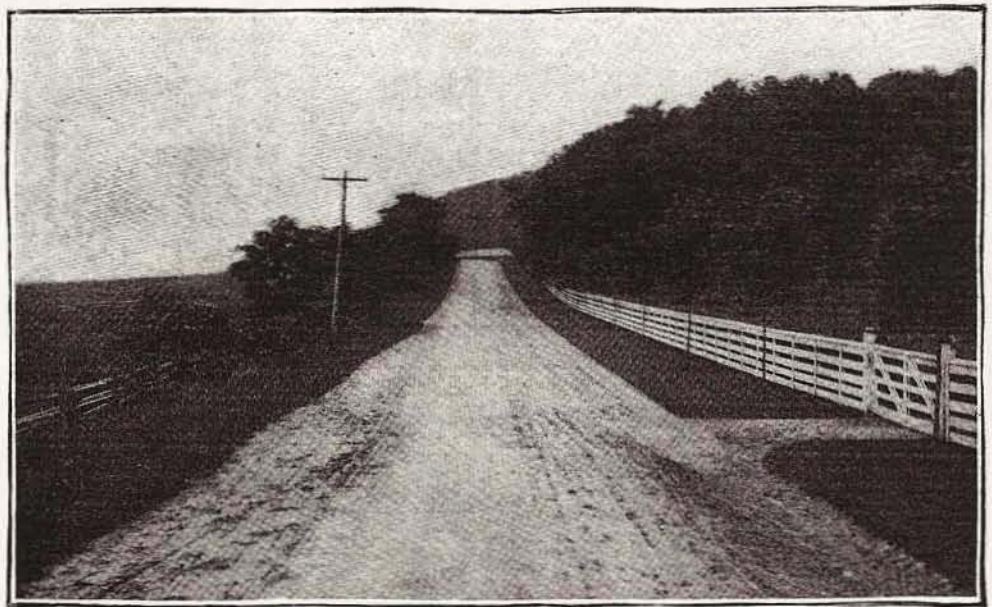
Assuming that the start will be at the old place on the Jericho pike, a very sharp turn to the north—left—is encountered at Jericho. To East Norwich the road winds over a rolling surface through wooded country in a succession of S's to East Norwich. The S's are so frequent that a driver will have to go carefully, as he cannot see the road ahead.

A sharp turn west—left—at East Norwich brings the racers into the north turnpike headed toward Roslyn with the turn at the Bull's Head hotel, 5 miles away. This is a succession of hills and presents but few places where two cars can pass.

A sharp turn to the south—left—opposite the Bull's Head hotel and one is headed for Clarence Mackay's estate, a mile and a half away, over the Westbury-Glen Cove road. The Mackay gate, to which there is a short sharp hitch, is on the left and the road runs through woods for over a mile. Just beyond on the right Lake Success and the W. K. Vanderbilt, Jr., estate are passed. From Searing, a little hamlet, a mile further on, where there is a not-bad railroad crossing, a 2-mile run over the Little Neck road through an open country brings one again to Hyde Park and the Jericho pike. It will need a flagman at the Searington crossing. The stretch from New Hyde Park to the grandstand a couple of miles west of Jericho is well known as a splendid, broad speed course with gentle rolling grades.

All the road surfaces are fine and there will be plenty of chance for high speeding and passing in the 7 miles from New Hyde Park to Jericho, the 5 miles from East Norwich to Bull's Head hotel and the 2 miles from Sea-

TURNING ON TO PORTION OF LAST YEAR'S ROUTE



MACKAY'S ROAD LEADING TO ROSLYN

rington to New Hyde Park. Whatever disadvantages arise from occasional narrow, sinuous roads will be more than offset by the ability to abolish all controls and have a race from start to finish without let-up. The American eliminating trials next September will be a try-out for the course.

Many metropolitan motorists who have been over the newly selected course pronounced it a

first class one for America's big event. Making the event a start-to-finish race, they say, will mark the race as setting a pace for all countries in automobile road racing. While parts of the course are narrow, making it impossible for cars to pass in those places, the practically double length of the broad stretches, on which any speed can be made, means that racing of the fastest will be indulged in.

OLDFIELD SUCCUMBS TO CHEVROLET

New York, June 26—Barney Oldfield went down in defeat today at the Empire City track at the hands of Louis Chevrolet, but the green banner of the Peerless Dragon was far from being dragged in the dust beneath the wheels of Major Miller's record-breaking Fiat. Barney was beaten by a faster and more powerfully motored car, but when the 60 horsepower of the Peerless is compared with the 90 horsepower of the Fiat the honors were not altogether on the side of the foreign car and driver. Not a word of this must be taken in disparagement of the skillful and bold chauffeurship of the Frenchman, who comes nearer than any man yet to being Oldfield's peer as a track driver, or of the speed and consistent fast going of the Fiat, which has certainly, so far, proved itself the best car that the season's racing has evolved.

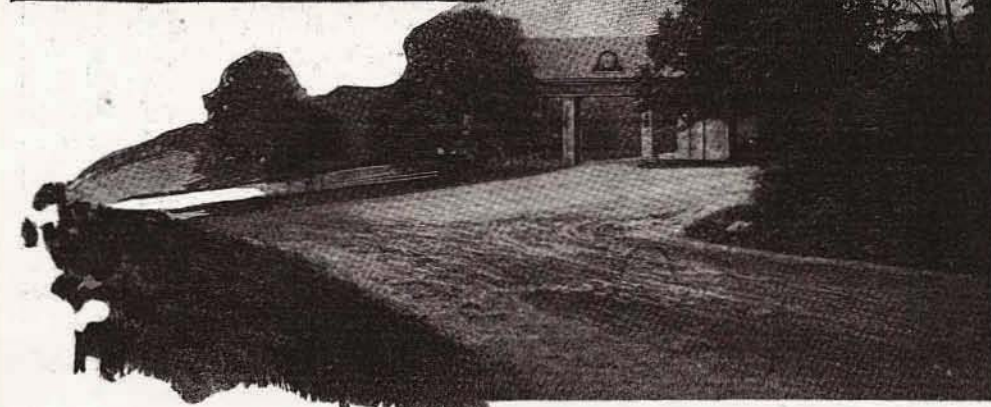
One cannot, however, but thrill with admira-

tion at the splendid showing the American champion and the American-made record breaker displayed in the face of odds against its higher powered opponent. Weather conditions also were much against Oldfield. In the first place a gale blew against him, as each time he came down the home stretch, which placed his lighter powered car at a disadvantage. Again, being obliged to run a chasing race he had to drive through a thick cloud of dust and sand.

Such racing as Oldfield and Chevrolet put up constituted the hardest fought duel of big flyers the metropolitan district has yet seen. The battle was fought out in three heats, each of which was a thriller that brought the spectators to their feet.

The meeting of the American and the Frenchman took the form of a match heat race for \$1,000 a side, E. R. Hollander and Major Miller dividing the Fiat end, while Barney put up \$600 of the Peerless side of the wager, the balance being contributed by a friend of his. Rain had caused a postponement of the meet from Saturday and clouds and showers downtown preceded today's events.

The spectators had not long to wait for exciting events, for the first heat of the Oldfield-Chevrolet match headed the card. The men were sent away even to a rolling start. Chevrolet was the quicker and was first under way, reaching the turn in the lead. Emerging into the backstretch he led by 10 yards, with Oldfield in hot pursuit. Barney almost caught Louis at the far turn, but the latter rounded prettily into the stretch and reached the mile post 20 yards in the lead. Oldfield hung to the Frenchman like a bull dog, fighting his way gamely through the dust, and lost not a yard more. So the terrific duel continued until the far turn of the fourth mile, when Barney suddenly slowed down and stopped. When he reached the stand it was seen that a rear tire



VERY SHARP TURN LEAVING ROSLYN ROAD TO ROAD TO LITTLE NECK AND NEW HYDE PARK

had picked up a nail and that commutator, spark plug and everything open was clogged with dust and sand.

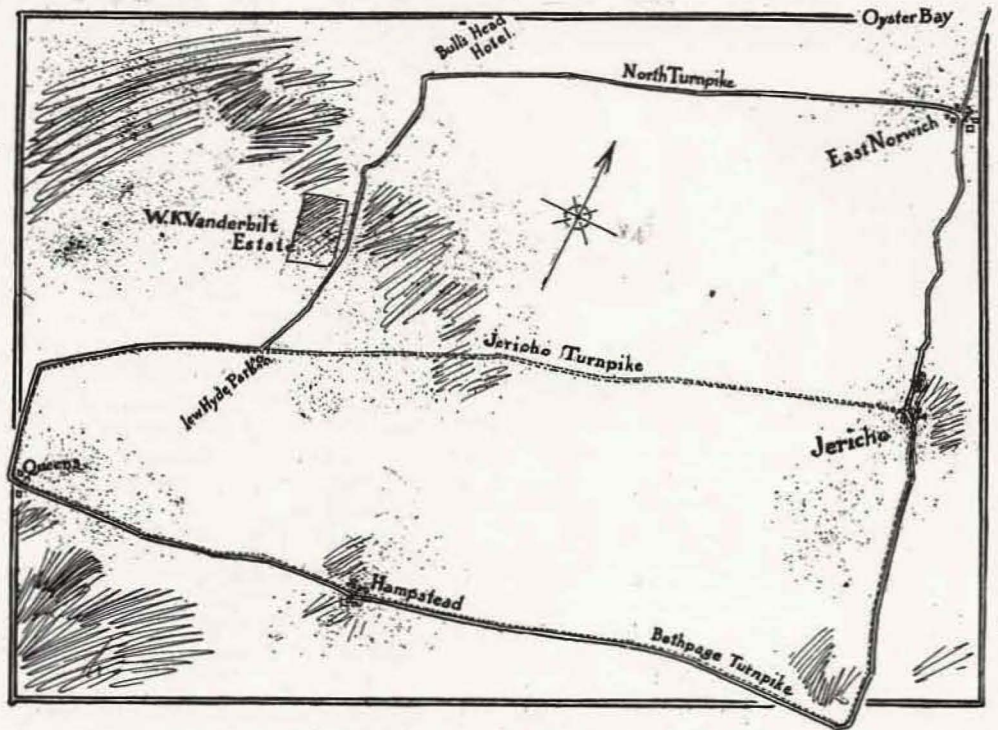
"When I stopped," said Barney, "I couldn't get a buzz out of her. Chevrolet threw sand and dirt, which clogged the active sparking apparatus; but I'll be after him again the next heat."

The second heat was at 10 miles, to a rolling start, with Chevrolet on the pole. The Frenchman again outgeneraled the Westerner and reached the turn first. Down the backstretch Oldfield was 50 feet to the rear, but holding Chevrolet well. Four miles of fighting saw the Fiat but 65 yards ahead of the Peerless. Barney was pushing along with grim determination through Chevrolet's dust. On the home stretch the Fiat driver kept to the middle of the track, while Barney hugged the pole, thus avoiding some of the dust. The next mile showed Chevrolet exactly half a furlong to the good.

Then the tide of battle began to change. Oldfield seemed to be gaining in the sixth mile. It was certain the next lap that he was creeping up. On came the plucky Westerner, gaining a foot or so with every stroke of the Green Dragon's shaft. Chevrolet had had some narrow escapes from an upset at several of the turns and now seemed to lose his nerve a bit. He took the curves broader, while Barney clung to the pole closer than ever, taking every chance in his desperate chase.

The spectators danced with excitement and encouraged Barney with frantic yells. It spoke well for the race that it was warming up the stolid New Yorkers. At 8 miles Barney was but 50 yards behind. He now came like the wind, seeming to gain in great jumps. As the duelists entered the last lap Chevrolet had but a length the advantage. By the time the turn was reached he had lost it; for Barney cut in on the pole in the lead, amid frantic yells. A desperate fight around the curve and Barney had won. There was no stopping him now. Foot by foot he crept away, held his advantage around the last turn, and swept down the stretch and under the wire a winner by 100 well earned feet in 9:28. The Fiat's time was 9:28 $\frac{1}{2}$.

In the final Oldfield won the choice of dis-



MAP OF THE PROPOSED CUP COURSE FOR VANDERBILT CUP RACE, SHOWING ALSO LAST YEAR'S COURSE

tance and named 10 miles. Another splendid struggle ensued. Its story is easily told. Chevrolet again got away the quicker, led by 30 yards the first mile and increased his advantage to 150 yards at 6 miles. Again the tide of battle changed and Oldfield put up a magnificent stern chase. He gained about 15 yards a mile, but failed to catch the flying Fiat by 60 yards, Chevrolet winning in 9:30 $\frac{1}{2}$, Oldfield following in 9:32 $\frac{1}{2}$.

Oldfield had put up the gamest fight of his career against a car that overmatched the Peerless in power, and lost by the narrowest of margins. He leaves for the West with his metropolitan popularity restored and the best wishes of New Yorkers that he will return later in the season with a car of equal power to any that may be pitted against him, for another race. Chevrolet was heartily cheered for his fine race and as a tribute to the popularity of Major Miller with New Yorkers.

The national circuit championship race was run in two 5-mile trials and a 10-mile final. Though perhaps the fastest car won, for the remodeled White is yet to show its best paces, owing to mishaps in the trial and final the outcome was not altogether satisfactory. Oldfield declined the issue for the reason that he feared his tires would not stand further racing, as they were pretty nearly down and out.

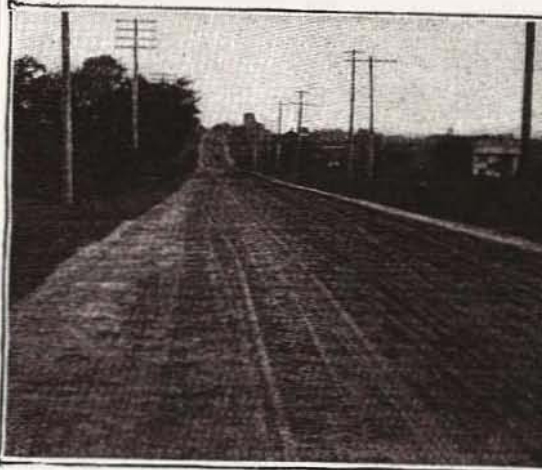
In the first heat Webb Jay neatly trimmed Paul Sartori, who drove Alfred Gwynne Vanderbilt's 90-horsepower Fiat, winning by half a furlong in 4:58. The second heat fell to Chevrolet in a practical walkover, as Roberts had to pull up Harry Hought's 60-horsepower Thomas in the third mile, owing to a puncture, which nearly brought the car disaster on the turn. Chevrolet, however, had the race well in hand at the time.

The final heat between Chevrolet and Jay promised a great struggle, but resulted in a

ROAD FROM WESTBURY TO GLEN COVE



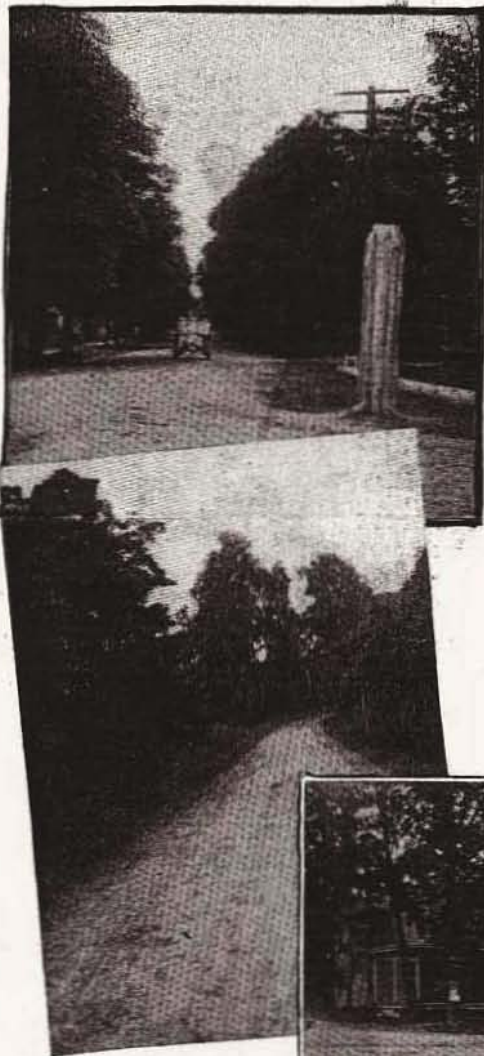
ON THE NEW VANDERBILT CUP RACE COURSE—THE NORTH TURNPIKE



THE JERICHO ROAD



SHARP TURN ON ROAD TO NORWICH

ENTERING NORTH TURNPIKE AT EAST NORWICH
ROAD TO OYSTER BAY AND EAST NORWICH
LEAVING JERICHO TURNPIKE TO OYSTER BAY ROAD

Empire City handicap, 5 miles—Mortimer Roberts, 60-horsepower Thomas, 40 seconds, won; actual time, 6:08; C. G. Wridgway, 24-horsepower Peerless, 55 seconds, second; Paul Sartori, 90-horsepower Fiat, scratch, third.

Carl Page, S. F. Randolph and G. I. Bradley have deposited with Conrad M. Pelcher \$1,000 to back Webb Jay and the White against Chevrolet and the Fiat. Major Miller says he is willing. E. R. Hollander insists that the race be not less than 10 miles.

DESERTS THE RAILROAD

Cincinnati, June 27—Chairman M. E. Ingalls, of the Big Four board of directors, starts Thursday from Pittsfield, Mass., to spend a month touring Massachusetts, Vermont, New Hampshire and Maine. The trip will be made in automobiles belonging to his sons, George H. Ingalls, general freight agent, of Cincinnati, and Albert S. Ingalls, of Cleveland, superintendent of the Cleveland and Indianapolis division. The former has a model B Winton and the latter a four-cylinder Peerless.

"During this trip I shall be entirely free from business cares for the first time in my life," said Mr. Ingalls, as he explained his plans. "We are out primarily for a good time—to see the rugged hills of old New England at their best, but I want to show my children where I was born, where I began my career and where I went to school and kept school. We will first tour the beautiful Berkshire hills of Massachusetts, and then drop down into the Connecticut river valley. We will follow up the Connecticut river to the Ammonoosuc river, which we will follow to the foot of Mt. Washington. We will spend a few days at the Mt. Washington house, in Breeton Woods, and ascend the mountain on the cog railway.

"On leaving the mountain we will come down through the Notch to North Conway and across the country to my birthplace, Harrison, Me., and Bridgton, adjoining, where I went to school at the Brighton Academy. We will spend several days at these two places, after which we will pass through

EAST NORWICH LEAVING
OYSTER BAY ROAD

Poland Springs and Boston."

The trip will be completed at Pittsfield, where the Ingalls party will abandon the automobiles and embark in Mr. Ingalls' private car for Virginia Hot Springs, his summer home.

disabling accident to the latter and a fine bit of sportsmanship on the part of the Frenchman. Jay gave Chevrolet more than he bargained for while the race lasted. Jumping away in the lead he beat the Fiat 30 yards the first mile and was 75 yards to the good at the end of two circuits. Coming down the homestretch of the third mile, however, Jay lost a collar, or some part of his engine, was quickly caught and passed, and in the next mile was forced to quit. Chevrolet continued another mile, then rode up to the judges' stand of his own accord and offered to run the race over when Jay should have repaired his engine. He was cheered for his sportsmanship. A few minutes later it was announced that the White engine could not be fixed in time for another trial and the referee gave the race to Chevrolet. The national circuit score now stands: Chevrolet, Fiat, 8 points; Oldfield, Peerless, 4 points; Wurgis, Reo, and Jay, White, 2 points each. The summary:

Dealers' handicap, 2 miles, 100 feet allowed for every \$100 difference in price below \$3,500—A. F. Camacho, 12-horsepower Franklin, 1,600 feet, won; time, 2:25 3-5; Mortimer Roberts, 40-horsepower Thomas, 500 feet, second; time, 2:36; F. F. Cameron, 16-horsepower Cameron, 2,000 feet, stopped.

Special match, 5 miles—F. F. Cameron, 16-horsepower Cameron racer, won; time, 6:11; E. Parker, 12-horsepower Fiat, second; time, 6:37 3-5; A. F. Camacho, 12-horsepower Franklin, third; time, 7:02 1-5.

Special match, \$1,000 a side—Barney Oldfield, 60-horsepower Peerless Green Dragon, vs. Major C. J. S. Miller, 90-horsepower Fiat, driven by Louis Chevrolet—First heat, 5 miles, won by Chevrolet; time, 4:41. Oldfield stopped in fourth mile owing to puncture and sand in commutator.

Second heat, 10 miles, won by Oldfield; time, 9:28; Chevrolet's time, 9:28 2-5. Intermediate miles, Chevrolet, leading 1 mile, :58 3-5; 2 miles, 1:54 3-5; 3 miles, 2:50 4-5; 4 miles, 3:47 2-5; 5 miles, 4:44; 6 miles, 5:40 4-5; 7 miles, 6:37 4-5; 8 miles, 7:34 3-4; 9 miles, 8:31 3-5.

Final heat, 10 miles, won by Chevrolet; time, 9:30 3-5; Oldfield's time, 9:32 1-5. Intermediate times, Chevrolet leading, 1 mile, :58 1-5; 2 miles, 1:55; 3 miles, 2:52; 4 miles, 3:48 4-5; 5 miles, 4:45 1-5; 6 miles, 5:41 4-5; 7 miles, 6:38 3-5; 8 miles, 7:35 4-5; 9 miles, 8:33.

National circuit championship, first heat, 5 miles—Webb Jay, 15-20-horsepower White, won; time, 4:58; Paul Sartori, 90-horsepower Fiat, second; time, 5:02 2-5. Intermediate times, Jay leading, 1 mile, 1:02 2-5; 2 miles, 2:02 4-5; 3 miles, 3:01 3-5; 4 miles, 4:00 2-5.

Second heat, 5 miles—Louis Chevrolet, 90-horsepower Fiat, won; time for 2 miles, 2:07 4-5; Mortimer Roberts, 60-horsepower Thomas, stopped first turn on account of puncture.

Final heat, 10 miles—Chevrolet won; time for 4 miles, 3:51 4-5. Intermediate times, Jay leading, 1 mile, :59 4-5; 2 miles, 1:55 1-5; 3 miles, 2:55. Chevrolet stopped at 5 miles and was awarded the race, Jay having stopped in fourth mile, through broken engine.