

son of Lord Llangatock, is a graduate of Cambridge University, the principal of the firm C. S. Rolls & Co., who handle the Rolls-Royce cars, a member of the London Chamber of Commerce, holds a marine engineer's certificate and is an expert aeronaut. Indeed, in a balloon race from Paris a few days after the Isle of Man event, he represented the British Aero Club, and remained longer up than any other competitor, but failed to travel as far as the United States representative, who won. He holds numerous prizes for success in various sports, including motoring, cycling, etc. His principal appearances in motoring competitions have been on the Continent, including the great Paris-Berlin race, but he has lowered various records in Great Britain. At Welbeck, in Nottinghamshire, on October 12, 1903, he brought down the world's record for the flying kilometer to 26 3/4 seconds on an 80 H. P. Mors. The car driven by Mr. Rolls develops 22 H. P. at 1,000 revolutions. The four cylinders have each a bore of 100 mm. (3 1/8 inches) and a stroke of 127 mm. (5 inches). Of the four speeds, the third is the direct drive. The only car in the race capable of running the Rolls-Royce closely was an Arrol-Johnston, having a horizontal engine in which four pistons move in two cylinders. The fastest round of the winner was 1 hour 13 3/4 seconds; that of the Arrol-Johnston, 1 hour 14 seconds, and that with a tire down. The Arrol-Johnston had a good deal of tire trouble and thus lost ground. It is an interesting fact that these two makes were first and second last year, the Paisley car being the winner.

William K. Vanderbilt, Jr., President of New Speedway

At a meeting of the incorporators and directors of the proposed Long Island Speedway W. K. Vanderbilt, Jr., was elected president; Harry Payne Whitney, vice-president, and Jefferson De Mont Thompson, treasurer.

It was reported that E. R. Thomas, of Buffalo, had subscribed \$25,000 worth of bonds, and that Maude Adams, the actress, who owns 500 acres at Ronkonkoma, had offered a free right of way through her property. J. E. Roosevelt, a relative of the President, wrote that if the course came down his way he would be only too glad to give a right of way, free of cost.

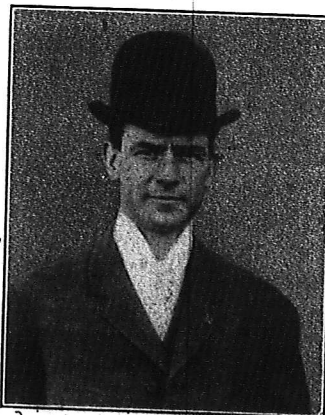
Mr. W. K. Vanderbilt, Jr., will shortly sail for Europe. While in Paris, he will attend a conference of clubs of the International Union and represent the A. A. A. at that meeting. In conjunction with English representatives, he will favor a revival of the Gordon Bennett trophy race.

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Thomas Cooper

The many friends and admirers of Tom Cooper, the champion bicycle rider and expert chauffeur, are mourning over his death, which occurred on November 19. He was instantly killed in Central Park, New York, in a head on collision. Cooper was driving a Matheson car with a party of friends and came suddenly and unexpectedly on a stalled car owned by Mr. R. A. Strong, of New York. The expert chauffeur either did not see or had not time to avoid a collision with the other car. The impact of the cars threw the party on the Matheson car out and Cooper falling on his head had his



TOM COOPER

neck broken. The others were more or less seriously injured.

Mr. Cooper was about 38 years of age and was born of Scottish parentage in Detroit, Mich. He took to bicycle riding and in 1900 won the National Cycling Association Championship. In 1904 he took a position with the Matheson Company of New York and participated with marked success in many contests. A few months ago he made a record of 51 1/2 seconds driving a Matheson touring car for a mile with a load of seven persons in it.

Mr. Cooper was of industrious and saving habits. His parents and sisters were kept by him in his own houses in Detroit, and he had property estimated at \$75,000. He was unmarried, and was much liked among automobilists, being of a singularly happy temperament. There was nothing of the sporting man about him. His love of open air exercise and automobilism was the natural and spontaneous expression of vital joy. His friendship was loyal. His heart was warm. He was a gentleman all over. An accomplished and courteous American, he had the shrewd, homely humor of the Scottish race. He was a member of many clubs and has taken many prizes as a general athlete.

Incidents of Track Racing

The autumn races of the Quaker City Motor Club have been singularly unfortunate this season, and a chilling damper has been put upon track racing promoters. On the day before the race, during a preliminary try out, Ernest Keeler, the noted automobile driver, was killed while operating an Oldsmobile, which was in collision with a Fiat car.

Ernest Keeler was a daring driver, and had met with considerable success in automobile racing. He took part in the Vanderbilt Cup elimination trial, but an accident to his machine put him out of the contest. He finished second to Herman Koehler, on a 100-mile race at the Empire City Track at Yonkers, N.



ERNEST KEELER

Y., a few weeks ago, and on Election Day he created a track record for five miles at the Weequahic Park race meet, held near Newark, N. J.

In the races for which Mr. Keeler was preparing when he met his death, an Apperson car, driven by Philip Kirk, ran into the track fence, injuring seven persons, two of them very severely. The steering gear of the Apperson car is reported to have broken.

The experience this year with road racing and with short-track racing indicates that that sport is becoming as dangerous as football.

Boston Insurance Rates on Autos

Boston, Mass.—New England Exchange has adopted the form of automobile permit used by the National Board with a scale of charges recommended by the Executive Committee of the exchange. The charges are per hundred dollars of insurance per annum, ten cents for each gasoline machine or twenty cents for each steam machine. The form of permit recommended by the Executive Committee was returned by members under instructions from their companies. The adopted permit prohibits cleaning and filling inside insured building which the form proposed by the Executive Committee permitted