

# CUP RACERS TAKE FINAL PRACTICE

The B. L. M. Withdrawn, but Third Thomas Will Start in Vanderbilt Race.

## STRICKER ON COURSE AGAIN

Mercedes Weighs In—Renault Also Qualifies—No Fast Time in Last Trials—Wagner Instructs Drivers.

There will be only eighteen starters in the Vanderbilt Cup race to-morrow on Long Island, the B. L. M. car entered by Thomas Williams being officially withdrawn yesterday. It was expected that the third Thomas car would not start either, but word was received yesterday by the Cup Commission that it would be on hand to be weighed this morning. It is not yet decided who will drive the car, or, if it is known, no one knows outside of the Thomas people. George Salzman said yesterday he did not know who would take the wheel. It may be the old Simplex driver, Harding.

All the other cars have been weighed and will be ready for the formal inspection this morning. The third Mercedes, Robert Graves's car, that was overturned, was placed on the scales yesterday and found to comply with the conditions. The Renault, 1907, Grand Prix car also passed inspection. These were the two cars that were not weighed at the regular time and were granted an extension of time by the commission.

Most of the drivers were on the course yesterday morning, but there were no exceptional times made. The best record of the course still stands at twenty minutes flat, made three times by George Robertson in a No. 16 Locomobile. There may have been faster rounds made by others, but they were not publicly timed. Most of the cars have not been driven at top speed about the circuit at all, and some have had very little actual work on the course.

The feature of the morning practice was the reappearance of Emil Stricker, who was nearly killed in the accident to the Mercedes on Sunday. Stricker drove two laps in about 50 minutes, handling the car carefully on all the turns. He had Herbert Connors in the mechanician's seat. His old mechanician, Arthur Murray, is still in a precarious condition in the Nassau Hospital.

Luttgen in the Vanderbilt Mercedes made four rounds of the course, the best of which was caught as 22 minutes. Foxhall Keene for the first time drove his Mercedes twice around the circuit, making each lap in 21 minutes flat, the best time he has yet recorded.

Strang in the Grand Prix Renault made two rounds, one of which was timed as 22 minutes, but Strang made no evident effort to get around the corners fast, his short wheel base car skidding quite a bit on the turns and seeming to have difficulty in holding the road.

Both the Mathesons were out, Chevrolet making better time than Ryall. There is a growing feeling on the course that the engine in Chevrolet's car is exceptionally powerful and, if in shape, likely to prove a dangerous factor in the race. Hought, in the Chadwick, and Pouget, in the Brazier, made two rather slow rounds. The two Thomases made slow time on a single round.

To-day will afford the last opportunity for practice. Last night all the drivers met at the Garden City Hotel and received their final instructions from Starter Fred Wagner. The instructions to the drivers were very specific, and leave little opportunity for accident due to misunderstandings. The few danger points on the course have been marked, and outside of the possibility of a bursting tire, there is believed to be little likelihood of serious accident. Rain, however, might make trouble, as it would necessitate wearing anti-skid tires, which have been giving trouble whenever tried on the Parkway through the throwing off of the steel points.

### List of Box Holders.

Section A-1 and 2. George McDonald; 3, Charles Steele; 4, Thomas White; 6, J. D. Ferguson; 7, Hassam Paving Company; 8, J. E. Milverson; 9, F. Eddy; 10, C. V. Brokaw; 11, J. H. Inman; 12, R. L. Patterson; 13, W. Ferguson; 18, G. W. Perkins; 20 and 21, C. G. Meyer; 22, G. P. Robbins; 23, Henry Evans; 24, Payne Whitney.

Section B-1. G. A. Hobart; 2, W. S. Fanshawe; 3, Nicholas F. Brady; 4, Charles J. Glidden; 5, R. L. Lippitt; 6, A. T. Hardin; 7, Garrett E. Kip; 8, Hugh J. Grant; 9, Andrew Freedman; 10, I. Guggenheim; 11, C. E. McDonald; 12, F. D. Underwood; 13, J. E. Palmer; 14, Francis Wright; 16 and 17, J. W. Garrett; 18, J. K. Mills; 19, S. M. Church; 20 and 21, A. H. Whiting; 22, F. B. Dunne; 23, J. D. Harriman; 30, E. H. Brown; 33, C. H. Tangeman; 34, C. W. Matheson.

Section C-1. H. E. Webb; 2, Henry Ford; 3, E. R. Hollander; 4, Oakley Thorne; 5, J. T. Pratt; 6, Mrs. O. L. Jones; 7, M. Guggenheim; 8, George Rose; 9, Windsor T. White; 10, A. G. Hoffman; 11, A. L. Riker; 12, Sheriff Nassau County; 13, G. T. Brokaw; 14, F. D. Keech; 15, N. W. Bishop; 16, Dr. A. T. Haight; 17, R. D. Garden; 18, E. A. Manica; 20, Mr. Babcock; 21, Windsor T. White; 24, A. B.

Proal; 25, G. A. Huhn, Jr.; 26, E. E. Black; 27, H. H. Winthrop; 29, S. R. Keim.  
Section D-1. W. G. McAdoo; 2, Mrs. Lotta Crabtree; 3, Ralph Peters; 4, Mortimer Schiff; 5, Levi C. Weir; 6, J. A. McCrea; 7, Clarence Mackay; 8, August Heckscher; 9, Fred Skenes; 10, Nassau Supervisors; 11, E. R. Thomas; 12, G. T. Brokaw; 13, W. G. Park; 14, F. Q. Johnson; 15 and 16, B. W. Gage; 17, M. S. Burrill; 18, F. Schoonmaker; 19, W. B. K. Emerson; 20, Daniel Chauncey; 21, C. A. Singer; 22, A. C. Ayres; 23, E. C. Chisholm; 24, C. W. Matheson; 25, C. T. Church; 26, Payne Whitney; 27, Dr. Charles Brown; 29, E. H. Brandt; 30, Diamond Rubber Company; 31, C. E. Bristot; 32, C. J. McKenna; 33, J. G. Douglass; 34, H. W. Bull.

Section E-1 and 2. Robert Graves; 3, H. P. Whitney; 4, Harold V. Vanderbilt; 5, W. K. Vanderbilt, Jr.; 6 and 7, J. De Mont Thompson; 8, Col. John Jacob Astor; 9, A. R. Partridge; 10, H. K. Burras; 11, G. von Utassey; 12, A. R. Kuser; 13, E. S. Van Schaack; 14, C. E. Schaff; 15, H. V. R. Kennedy; 16, F. H. Elliott; 17, William H. Hotchkiss; 18, G. McKay Brown; 19, J. B. Taylor; 20, John Rainier; 21, Benjamin Stern; 22, C. Pfiesenmayer; 23, Ed. Lyons; 24, W. Manica; 25, H. K. Evans; 26, H. Rossiter Worthington; 27, H. P. Whiting; 28, G. L. Clark; 29, Mrs. Coulter; 30, A. M. Norris; 32, E. L. Kent.  
Section F-1 and 2. S. T. Davley; 3, Paul J. Rainey; 4, August Belmont; 5, J. H. Dick; 6, J. A. Mollenhauer; 7, H. B. Hollins; 8, A. G. Hodepnyl; 9, F. G. Torno; 10 and 11, F. B. Keatum; 12, Robert Graves; 13, H. H. Wood; 14, H. H. Brady; 15, F. Edey; 16, C. Hamilton; 17, R. O. Gasser; 18, Jacob Ruppert, Jr.; 19, R. Stevens; 20, H. M. Harriman; 21, John Parson, Jr.; 22, J. G. Johnson; 23, J. G. Estey; 24, Reginald Brooks; 26, Arnold D. Wood; 27, J. D. Hyde; 28 and 29, Charles Stopamin; 30, D. A. Loring; 31, John Sinnott; 32, W. A. Kimball; 33, W. A. Gardner; 34, W. Grinnel.

Section G-1. H. B. Joy; 2, D. Guggenheim; 3, J. F. Carlisle; 4, L. M. Gibbs; 5, L. R. Alberger; 6, S. S. Mapes; 7, A. G. Vanderbilt; 8, Jacob G. Rogers; 9, John H. O'Brien; 10, Judge E. H. Gary; 11, Robert Guggenheim; 12, S. H. Brown; 13, George J. Smith; 14, J. Auerbach; 15, Russell Alger; 16, R. P. Smith; 17, A. W. Church; 18, C. E. Berger; 20, A. E. Stone; 21, H. M. Swetland; 22, C. Harriman; 23, G. G. McMurry, Jr.; 25, John M. Shaw; 30, Samuel Untermyer; 31, R. D. Cassatt; 33, A. W. Everts; 34, E. P. Williams.

Section H-1. H. A. Bale; 2, G. A. Shearson; 3, J. G. Baker; 4, L. L. Benedict; 5, C. A. Singer, Jr.; 7 and 8, J. E. Roosevelt; 9, M. J. Budlong; 12, H. J. Luce; 13, Harry Fosdick; 14, Joseph Gilbert; 15, Hugh Chalmers; 18, J. S. Newberry; 19, H. Godfrey; 21, J. H. Harding; 22, John T. Pratt; 23, Henry Zuckerman.

Section I-2. Oakleigh Thorne; 4, Whitney Lyon; 5, J. P. Travers; 6, A. P. Cockran; 7, William McBride; 9 and 10, T. A. Sperry; 14, W. G. Warden; 15, W. H. Jenkins.

### Special Parking Spaces.

1, Robert Lee Morrell; 2, Colgate Hoyt; 5, S. H. Brown; 6, W. W. Bishop; 7, T. C. Dexter; 8, W. Manica; 9, Charles Steele; 10, C. J. Coulter; 13, E. H. Wiggins; 14, J. F. Oitroge; 18, Adolph Ochs; 19, H. A. Carpenter; 20, James Shewan; 22, H. P. Robbins; 23, H. K. Gilbert; 24, George McDonald; 26, Frank P. Frazier; 27, W. Cheaton; 28, T. C. Dunham; 30, Irving Smith; 31, Mr. Waterson; 32, T. Lenano, Jr.; 36, Mr. Metzner; 37, Paul Dana; 40, N. N. Hill; 41 and 42, Dr. G. A. Dickson; 43, J. G. Alger; 44, 45, and 46, R. Maxwell; 49, 50, and 51, W. Baldwin; 52, E. F. Wood; 53, F. G. Corning; 55, F. A. Maynard; 56, 57, and 58, E. J. Stehle; 59 and 60, E. D. Morgan; 61, Saul Leichenstein; 67, M. G. Masury; 69, R. J. Cassatt; 70, W. G. Oakman; 73, C. B. Zabriskie; 75, F. K. Walbridge; 77, J. W. Delamater.

### MOTORISTS OVERRUN HOTELS.

#### Out-of-Town Visitors to the Race Have Hard Time Finding Rooms.

Intense interest is being manifested about the hotels in the Vanderbilt Cup race to be run to-morrow morning. They are crowded with automobile enthusiasts from far and near, many of whom made the trip from their homes by motor.

The Waldorf-Astoria announced early last evening that the supply of rooms had been exhausted, and the room clerks were kept busy telephoning nearby hotels in an effort to procure accommodations for their overflow. The same conditions prevailed at the New Astor, Plaza, and Knickerbocker, while at the St. Regis it was said that even "standing room" was at a premium.

To accommodate its motor guests the Waldorf will have a corps of mechanicians and chauffeurs stationed in Astor Court to overlook all arriving autos. The main café of the hotel will be kept open all night to-night, so that those departing for the course early to-morrow morning can get breakfast at any hour they desire.

Among the visitors to the Waldorf who will motor to the race course to-morrow morning are:

Mr. and Mrs. R. A. De Weiss, New York; Senator Joseph A. Bailey and party of Texas; Ludington Patton, Philadelphia; Mr. and Mrs. Thornton Davidson, Boston; Baron von Horst, Holland; Mr. and Mrs. W. J. Bryson, Philadelphia; Mr. and Mrs. Frank Billings, Boston; G. de B. Obadia, Panama; Prince Petrovino, Russia; George de M. Peixotto, Paris; Alexander Peacock and party, Pittsburg; T. K. Niedringhaus, St. Louis; Col. A. R. Kuser, Trenton; John Reiss and party, Montclair, N. J.; John Sinnott and party, Boston; Mr. and Mrs. A. H. Snow, Philadelphia; A. E. Farquar, Newport; Mr. and Mrs. Howard Heinz, and Mr. and Mrs. A. L. Spitzer, Pittsburg; Mr. and Mrs. Craig Biddle and Anthony H. Drexel Biddle, Philadelphia; Charles J. Glidden, F. A. Glidden, and F. H. Glidden, Buffalo; Senator James B. Talliaferro and Mrs. Talliaferro, Florida; A. W. C. Williams and party, Baltimore; Mr. and Mrs. J. B. R. Smith, Trenton; Alexander Brown and party of Baltimore; Joseph Rathbone and party, Elmira; E. R. Thomas and party, Buffalo; Mr. and Mrs. C. A. Seymour, Detroit; Charles P. Hunt and party, Pittsburg; and Sherman Aldrich, Providence, R. I.

Last year so many guests sought to have checks cashed just prior to starting for the race that the hotel's supply of ready cash was soon exhausted. Yesterday Mr. Boldt made arrangements with the Astor Trust Company whereby \$100,000 in currency will be deposited with the cashier of the Waldorf-Astoria at 3 o'clock this afternoon, and with this cash reserve all-comers can be accommodated.

### HOW TO REACH THE COURSE.

The thousands that will gather on Long Island to-morrow for the Vanderbilt Cup race must reach the scene of the race either by train or automobile. The course

is located on the Hempstead plains east of Hempstead, Garden City, and Mineola, about thirty miles from New York. The circuit measures 23.46 miles, of which eleven miles is formed by the cement roadway specially built for the purpose, starting east of Garden City and extending practically directly east to the neighborhood of Central Park, and then turning north to Bethpage. It parallels a branch road of the Long Island Railroad, so that trains running from Long Island City and Atlantic Avenue, Brooklyn, carry the crowd directly to the gates of the grandstands.

The county roads that complete the circuit lead north from Bethpage, through Plainview to Woodbury, where the cars swing into Jericho Turnpike, running west through Locust Grove and Jericho to Old Westbury. Here the road swings south again over the Old Westbury road to the entrance of the Parkway.

The spectators who do not wish to go to the grand stands or to park their cars along the Parkway, must reach the other parts of the circuit by train, either from Westbury or Hicksville. Westbury is near the western end of the circuit, and is within easy reach of the Old Westbury turn, which is one of the hard turns of the course. Westbury also commands the entrance to the Parkway, which will afford an interesting view of the cars running over the bridges and around the turns that mark the first two miles of the asphalt highway.

From Hicksville the crowd may either follow the Oyster Bay road directly to Jericho, where there is a very hard turn that will tax the skill of the drivers, or they may go over the Huntington road to the eastern end of the course. One branch of the Huntington road leads to Locust Grove, where there is another bad turn, another to the Flatiron turn at Woodbury, that looks very bad, but belies its looks, and a third to Colyer's Corner, where the road is narrow and where there may be trouble owing to the loose sand on the surface. These are the best points on the circuit from which to view the race, aside from the grandstand.

The parkway itself is entirely fenced off and cars are only admitted to it upon payment of a \$10 fee. Entrance may be obtained either at the Hempstead end or the Bethpage end, or through a lodge located midway its length on the Massapequa road. The \$10 fee entitles the owner to park his car anywhere on the parkway except within a half mile of the grand stands, which is reserved. The parkway will be open until 5 o'clock in the morning, when no more cars will be admitted, though those having special parking spaces can enter them from the grand stand gate, located on the Hempstead-Bethpage pike.

In going to the course from New York by automobile, four routes are possible. The cars may go over the Brooklyn Bridge and follow and proceed to the Eastern Parkway, or over the Williamsburg Bridge to the same point. From

there the route outlined by the Automobile Club's bureau of tours direct.

Turn left at the statue and continue down the Boulevard, crossing trolley tracks four times, curve left, and three-quarters of a mile further on again cross the trolleys. A little further turn left again until the elevated tracks are reached. Continue right under the elevated. Next comes a grade crossing, and just beyond, at the end of the road, a right turn leads into Bushwick Avenue. Continue for six blocks beyond into a brick pavement up hill. Take right fork down hill, and then a right "S" turn, Cross Jamaica Avenue, which has double trolley tracks, into Dresden Street. At the end of one block turn left into Ridgewood Avenue. A right and left jog leads into the Rockaway Road. At car tracks half a mile beyond bear left into Broadway. A short distance beyond the asphalt ceases, after which comes good macadam. Two miles beyond the grade crossing, and at the end of the road turn left. The left fork leads into Fulton Street. The odometer should now read 17.2 miles from the clubhouse. Turn right on Fulton Street, whose asphalt becomes macadam. After a short distance into its continuation, which is known as the Hempstead and Jamaica Turnpike as far as Queens. Instead of turning to the left into the Jericho Turnpike, take the right fork past the Belmont race track. Continue for four miles until a grade crossing is reached, just beyond which take left fork into Fulton Avenue, through crossroads half mile beyond, and straight on through Hempstead. This is now called the Bethpage Turnpike. Three miles further bend right and then left. One mile beyond on the dirt road is the grand stand.

Cars going across the Thirty-fourth Street Ferry, should proceed out Borden Avenue for two blocks and then turn left, short block, turn right with trolley on Jackson Avenue, pass St. John's Hospital on left, Court House on right, end of asphalt, continue on block pavement (very rough) three blocks, turn right one block (dirt road) cross numerous railroad tracks to Hoffman Boulevard, up one-half mile grade, narrow asphalt strips on sides, pass Calvary Cemetery on right, then down sharp grade, cross rough railroad tracks, direct through Winfield, passing shell road on left, cross railroad, cross trolley at Elmhurst, take left fork, telephonic poles and wires both side of road, pass cross road, up long grade, down long grade, pass cross road, pass Maple Grove Cemetery on right, turn sharp left into Hillside Avenue, over single trolley track, pass Peace Monument in centre of avenue, (Jamaica) around sharp "S" turn, pass Jamaica Estate Lodge on left, pass Holis Park Gardens on right, pass Queens Road, end of Hillside Avenue, turn right into Rocky Hill Road, Cottage Garden Nursery on left, (rough now for one mile), pass cross road, end Rocky Hill Road, turn left and continue along with trolley on Jericho Turnpike, continue on under railroad bridge, notice sign marking New York City line on telegraph pole, left side, about 300 feet beyond bridge, pass large brick church on right, continue through Hyde Park to end of trolley, turn right with trolley and follow it to Hempstead on Fulton Street, turn left to Bethpage Turnpike, and follow it to the grand stand.

### VANDERBILT CUP RACE ENTRIES.

No.	Car.	H. P.	Driver.	Mechanician.	Entrant.
1	Locomobile	90	J. Florida	L. Travis	Locomobile Co.
2	Knox	40	A. Denison	J. Crane	Acme Co.
3	Mercedes	120	E. Stricker	H. Connors	Robt. Graves.
4	Chadwick	90	W. Haupt	E. A. Lingard	Chadwick Co.
5	Mercedes	135	W. C. Luttgen	Wm. Pfeiffer	W. K. Vanderbilt, Jr.
6	Isotta	60	H. Lytle	Wm. Fehr	C. V. Brokaw.
7	Matheson	58	J. B. Ryall	Roy Hook	Matheson Co.
8	Thomas	115	No driver named		Thomas Co.
9	Hotchkiss	120	E. J. Kilpatrick	Gustav Klehn	Hotchkiss Co.
10	Brazier	90	Leon Fouquet	Fred Stone	H. P. Whitney.
11	Acme	60	C. Patchke	F. Dearborn	Acme Co.
12	Thomas	115	G. Salzman	A. Blanchard	Thomas Co.
15	Matheson	86	L. Chevrolet	Joe Nelson	Matheson Co.
16	Locomobile	120	G. Robertson	G. Ethridge	Locomobile Co.
17	Renault	115	Lewis Strang	Leo Anderson	Paul Lacroix.
18	Mercedes	120	F. Keene	H. Ahrweiler	Foxhall Keene.
19	Thomas	115	Howard Gill	J. Gerhardt	Thomas Co.
20	Knox	50	W. A. Bourque	Jerre Lynch	Knox Co.

14. B. L. M., entered by Thomas Williams, withdrawn. No. 13 not drawn.