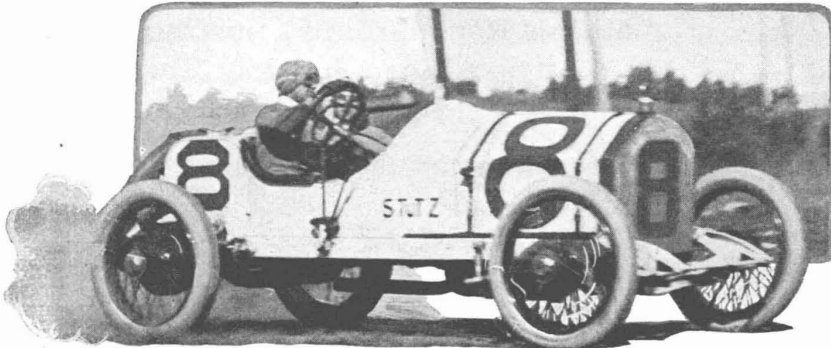


Cooper, in Stutz, Wins Point Loma Race



Earl Cooper in the Stutz with which he won the 305.082-mile Point Loma road race at 65.05 miles per hour

Carlson's Maxwell Sets Non-Stop Mark of 305.082 Miles

Finish in Point Loma Road Race

Car	Driver	M.P.H.
Stutz.....	Cooper.....	65.05
Maxwell.....	Carlson.....	63.98
Duesenberg.....	Alley.....	62.77
Mercer.....	Ruckstell .	57.56
Alco.....	Taylor	54.10
Duesenberg - O'Donnell - Callaghan running at finish.		

SAN DIEGO, CAL., Jan. 9—*Special Telegram*—Driving with rare judgment of pace and reducing repair time to the minimum, Earl Cooper, in the Stutz, won the 305.082-mile Point Loma road race in 4:40:10 1-5, or an average of 65.05 miles per hour.

A Non-Stop Record

It was a hard-fought victory, the winner crossing the tape only 90 seconds ahead of Carlson, the Maxwell driver and another native son, who took second place and incidentally hung up a new world's non-stop record of 305.082 miles. Cooper covered the fifty-one laps of the dangerous 5.982-mile course in 4 hours 40 minutes 10 4-5 seconds, an average of 65.05 miles per hour. Cooper's time today is the slowest in his speedy career and the slowest ever made in any race on the coast since the inaugural of the Santa Monica event in 1910, when Harris Hanshue, at the wheel of an Aperson, averaged 64.45 miles per hour in leading the field home. Today's time, however, is considered remarkable for the San Diego course which has a number of grades and, moreover, is new, consequently not being as fast as the Santa Monica and Corona roads on which world's speed records have been attained.

Time Was Slow

Because of the slow time, Carlson's non-stop achievement at a rate of 63.98 miles per hour loses much of the punch that a feat of this sort generally carries. True, he bettered the mark of Barney Oldfield, who drove 301.81 miles without a single halt in the recent Corona speed massacre, but Carlson's average today was more than 20 miles an hour less.

Third place in today's contest went to Tom Alley, the speed meteor among the unknowns who forged to the front last season. De Palma's former mechanic, who was at the wheel of a Duesenberg, got the checkered flag 10 minutes after Carlson shot over the line, but he was a more serious contender than the comparative times at the finish show. Alley went to the front at the start of the race and although forced to surrender this coveted position at the completion of 108 miles, he was always up with the leaders and running dangerously close to the pacemaker.

First prize was \$5,000; second \$2,500; third, \$1,250; fourth, \$750; and fifth, \$500.

Only two other cars, out of a field of eighteen starters, finished. Guy Ruckstell, the young California protégé of George Bentel and the driver of the No. 5 Mercer, took fourth money after playing in hard luck throughout the contest. After completing six circuits of the course, he lost an entire lap when forced to stop three times to repair a sticking air gauge. With the race half over, he lost more ground in making a tire change and taking on fuel. Engine trouble cost him another lap at the end of 215 miles. But Ruckstell was game and won \$750.

The last contestant to get the checkered flag was William Taylor, driving the same Alco which defeated Ralph de Palma's crippled Mercedes in the grand prize at Santa Monica last February. Taylor's car was the slowest on the course. It was lapped several times by the leaders before the race was half over but kept religiously and gamely to its

touring car pace and gradually climbed up into seventh position. Jack Callaghan, in a Duesenberg, pushed the Alco hard, however, until the fortieth lap when a burnt out coil made a stop imperative. The stop was costly and although Callaghan resumed the chase, there was not enough speed in his mount to overtake the rattling Alco and capture last prize money.

When Taylor finished with an average of 54.1 miles per hour, Callaghan's was the only car running and was flagged in. Cooper, the winner, used Firestone tires.

A Gruelling Test

That it was a gruelling test for the cars is evidenced by the fact that only six machines out of eighteen starters were running when the race was called and that when the contest was half over, only ten were thundering over the roads. The first lap was a circuit of trouble for the drivers. Klein did not even get across the wire. At the start, he twisted off a pinion shaft, locking the whole rear end of the King. The car could be pushed back but all the officials on the course could not shove it forward an inch.

The Gordon Special failed to complete a lap. It struck a railroad crossing on the backstretch and blew three tires simultaneously and tore off radiator in collision against a curb. The spectators escaped injury by a miracle and Huntley Gordon, the driver, was fortunate to get out unhurt.

Callaghan, driving the No. 10 Duesenberg, wrecked his car on the first lap. He missed the curve at the Talbot street turn and crashed head on into a telegraph pole. He suffered the only injury of the day, breaking two teeth when his face was shoved against the steering wheel, but later relieved Eddie O'Donnell, his teammate.

Bob Burman, with the Boillot Indianapolis Peugeot, started with Oldfield and Cooper as one of the favorites but went out on the seventh lap with a broken connection. On the same lap, the No. 11 Marmon encountered spark plug trouble and its driver, Cadwell, sprained his wrist when he bumped over the car tracks. He was relieved by Tony Janette, who completed another circuit of the course before he was forced to dock the car permanently because of a cracked cylinder.

The Tahis, with skyrocket-shaped oil tank on the hood, failed its driver, Gable, on the eleventh lap when it was running fourth. A broken wrist-pin forced him to leave it beside the road in the Canyon. A flying stone broke a gas line on the No. 12 Mercer and put Louis Nikrent out of the running on the fourteenth lap.

When showing the way to the field on the twenty-third lap, Eddie Rickenbacher broke a connecting-rod on the Peugeot. The Carling special burned out a connecting rod bearing on the twenty-fifth lap when running in ninth place.

Barney Oldfield was a dangerous contender until the thirty-seventh lap, when he retired the Maxwell with engine trouble, the exact nature of which will not be known until the car is torn down. Spark plug trouble bothered him; he changed a complete set twice, once on the seventeenth and again on the twenty-seventh lap, losing much time.

McCarthy, upon the No. 9 Peugeot, was in fifth place on the forty-first lap when his mount suffered a broken connecting-rod bearing near the Rossville turn. On the same lap in the Canyon, O'Donnell burnt out a coil and was relieved by Callaghan, whose loss of two teeth did not prevent him from running to the pits, repairing the damage to the car and pluckily but vainly resuming the race.

The cars were started in pairs at 30-second intervals. Of the nineteen entered, Harry Grant's Sunbeam was the only machine that was not at the tape. Grant made his nomination at the proverbial eleventh hour, after conferring with the promoters, but this morning received a wire from William Zeigler, the owner of the English speed creation, ordering a withdrawal.

Tom Alley went to the front at the start and held the position of pacemaker for eighteen laps when he was passed by Rickenbacher's Peugeot. The French car showed the way for four more laps and then was eliminated, Cooper's Stutz moving up automatically to first place and holding the lead until the end.

Carlson started well down the list but worked up gradually. He was running third on the twenty-seventh lap and moved up to second on the thirty-third. At one time, he was only 52 seconds astern Cooper but never caught the Stutz.

Fifty thousand spectators witnessed the race which was promoted by the Al Bahr temple of the Mystic Shrine to advertise the Panama-California exposition, which opened here New Year's day. One hundred nobles guaranteed \$100 each, making a purse of \$10,000, which was split five ways—\$5,000 for the first, \$2,500 for second, \$1,250 for third, \$750 for fourth and \$500 for fifth place. An additional \$2,500 was hung up to be awarded the winner if the world's racing record was broken. The money is still in the bank.

Stutz Wins 50-Mile Tucson Race

TUCSON, ARIZ., Jan. 9—Averaging 54 miles an hour over a track that was soft and badly cut up on the turns, Dick Clarke, driving a local Stutz racer owned by Harold Steinfeld, won the first race held in Tucson under the auspices of the A. A. A. The race was for 50 miles and was held on a recently completed mile track and was for a purse of \$1,000. Clarke started last in a field of eight and drove a consistent race to the finish, passing one competitor after another. At the finish he was 3 1-2 miles ahead of "Red" Brewer, who took second place in a Marmon. Clarke's time was 1:53:13 and Brewer's 1:59:02. Maxwell, at the wheel of a Fiat, finished third in 2:05:59. Billy Delano was fourth in a Moon; time, 2:09:54. Various troubles caused the other cars which started to drop out before the finish.

California Grand Prix Is Venice Race

VENICE, CAL., Jan. 6—The Venice road race which is scheduled for March 17 is to carry the name of the California Grand Prix. This announcement was made today by Leon T. Shettler, chairman of the racing committee of the Western Automobile Assn.

The Venice course has been changed and the motor parkway offers greater speed possibilities than ever. One turn has been eliminated entirely and the remaining turns are to be widened into sweeps and banked, making what is expected to be the fastest motor race course on the Pacific Coast.

Weed Hangs Up Prize for Vanderbilt

SAN FRANCISCO, CAL., Jan. 4.—Drivers in the Vanderbilt and Grand Prix races, to be held here February 22 and 27, will compete for other valuable prizes besides the \$16,000 in cash prizes mentioned in the entry blanks and the Vanderbilt and Grand Prize cups. The Weed Chain Tire Grip Co., Bridgeport, Conn., has offered to put up as a trophy a Weed Chain bag filled with silver dollars, amounting to approximately \$250. This will go to the driver who sets the fastest pace for the first 100 miles of the Vanderbilt cup race.

Stevens-Duryea Stops Manufacturing

CHICOPEE FALLS, MASS., Jan. 11—The Stevens-Duryea Automobile Co., this city, has notified all of its selling representatives that, owing to the financial depression and general uncertainty of business the further manufacture of Stevens-Duryea cars and the bringing out of new models has been definitely postponed. The company has on hand spare parts to the value of \$1,500,000 for the 14,000 Stevens-Duryea cars now in use and will continue the manufacture of spare parts to meet all requirements.

The Stevens-Duryea Co. is entirely free from debt and owns two factories, both of which are free of incumbrances. One is a new plant completed 3 years ago and located in East Springfield, and the other is the old plant of the company in this city.

Van Alstyne Advertising Manager

NEW YORK CITY, Jan. 13—T. B. Van Alstyne has been appointed advertising manager of the Class Journal Co., publisher of THE AUTOMOBILE, with headquarters at 239 West Thirty-ninth street, this city.

Six Packard Worm Drive Trucks

Models Range from 1 to 6 Tons Capacity—All Are Separate Engineering Designs

DETROIT, MICH., Jan. 11—The Packard Motor Car Co. has a new line of motor trucks which range in capacities from 1 to 6 tons. These have been in the process of development for 3 years and have overhead worm drive with the control centralized below the steering wheel and on the steering column, which feature also characterizes the passenger vehicles of Packard make.

The 1-ton model marks the entrance of the big company into the field of light duty vehicles. A point is made of the fact that each of the six models is a separate engineering design and that for this reason they do not all adhere to exactly the same construction, although in the main they are all built along the same lines.

The details of the 1-ton and the two heavier models, the 5- and 6-ton, are not completely divulged at this time, but specifications of the 2, 3 and 4 tonners are available. They all incorporate four-cylinder block-cast engines which are three-point suspended. They have left drive and left control, shaft drive direct to the worm and three-speed gearsets. They are automatically governed and provision is made for electric lighting and cranking. Another feature is the power take-off, which makes it a simple matter to drive independent mechanism by the truck power.

The 3- and 4-ton models have a 4 1-2 by 5 1-2 motor of 32.4 S. A. E. horsepower. It has four-bearing crankshaft and camshaft and incorporates a multiple dry-disk clutch. The drive is through the progressive three-speed gearset to the worm gearing. The worm is of the straight type, and of steel, while the wheel is of bronze. Timken bearings are used in the axle construction, which is floating. The frame is a channel section and suspension by semi-elliptic springs all round. The wheelbase of either model is 13 feet standard, or 15 feet optional. The 3-ton has 36 by 5 tires and the 4-ton the same size front tires and 40 by 5 rear. The rear set are duals in either case.

The 2-ton has a 4 by 5 1-2 engine of 25.6 horsepower, S. A. E. rating, and adheres to the same general design throughout as the 3- and 4-ton types. Its wheelbase is 12 feet standard or 14 feet in the long size, and tires are 34 by 4 with the rear dual.

The price of the 2-ton truck is \$2,800; of the 3-ton \$3,400 and of the 4-ton \$3,800. If the Packard-Bijur system of lighting and cranking is fitted at the factory, it adds \$225 to these figures.

The outward appearance of the new Packard series is much the same as the older models. The motor is placed forward of the driver's cab and the radiator has the distinctive Packard shape. The hood is provided with louvers.

It is expected that the engineering department will have given its O. K. to the 5- and 6-ton models by the end of February, and that in three or four weeks the details of the 1-ton will be forthcoming.

Goodrich Making Millimeter Solid Tires

NEW YORK CITY, Jan. 9—The B. F. Goodrich Co., Akron, O., is helping out its plant in Colombes, France, in the manufacture of the millimeter band tires. The American plant has imported a millimeter mold and will manufacture these solid tires to relieve the Colombes plant, which is being operated by the French government. It is stated that 350 of the employees, who were under 45 years of age, have gone to war, leaving the work of the plant on the hands of the older workmen. Both the French and English demand will be supplied and buyers of American commercial vehicles can have an equipment which is interchangeable with European standards.

NEW YORK CITY, Jan. 12—The Mason-Seaman Transportation Co. has asked an injunction to restrain the enforcement of the public hack ordinance.

The company asserts the average cost of running a taxicab now is \$0.32 a mile, and it charges only \$0.25 a mile, operating at a loss. Under the amended ordinance the charge would be less.