

# CHEVROLET WINS CUP IN A THRILLING RACE

Drives Buick Car to Victory in  
Hair-Raising Finish with  
Bourque's Knox.

## ACCIDENT TO THE WINNER

Breaks Valve and Completes Great  
Race with Three Cylinders—  
—49.26 Miles an Hour.

CROWN POINT, Ind., June 19.—A Buick forty horse power car, driven by Louis Chevrolet, won the Cobe Cup, the chief event of the "Western Vanderbilt" over the 395.65 miles of the Crown Point-Lowell course to-day by the hair-raising margin of one minute and five seconds. Bourque, driving a Knox, who captured second honors, made such a desperate bid for victory that not until the winning machine flashed over the tape was the result at all certain to the frantic spectators.

It was eight hours one minute and thirty-nine seconds after Starter Wagner had uttered the word "Go!" to the ultimate victor that he crossed the line for the last time. Owing to the fact that he was the tenth entrant in a field of twelve and that Bourque crowded so perilously close to him in the final laps, the Knox car, No. 2 on the list, was the first to pass the tape, his time being 8:02:44. At this time Chevrolet was near the beginning of the long south stretch with eight minutes in which to win the prize. As he flashed by the stations along this part of the course the news of his location, transmitted by wire to the judges' stand and through the watchers wrought them to a climax of enthusiasm. All eyes were turned to the wooded hilltop to the south, over which the speeding car would be first discerned, but the wigwagging of the red flags along the route heralded the contestant's advance even before he came in sight. The intense anxiety attending his movements to the last foot was due in the main to a lively sense of the possibility of a disaster evoked by a multitude of rough experiences characterizing the day:

The following table shows Chevrolet's performance:

Lap.	Pos.	Time.	Lap.	Pos.	Time.
First	.....3	24:20	Tenth	.....2	44:01
Second	.....2	24:12	Eleventh	.....4	38:32
Third	.....2	24:11	Twelfth	.....3	29:27
Fourth	.....1	24:17	Thirteenth	.....2	28:27
Fifth	.....2	24:30	Fourteenth	.....1	27:26
Sixth	.....1	24:27	Fifteenth	.....1	28:38
Seventh	.....1	25:30	Sixteenth	.....1	28:48
Eighth	.....1	25:50	Seventeenth	.....1	28:01
Ninth	.....1	27:14			

One lap, 23.27 miles; total distance, 17 laps; 395.65 miles; average time of winner, 49.26 miles per hour; fastest lap, 22:34, by Dennison, with Knox.

The following table shows the record of each car and order of finish:

	H.M.S.
Buick, Chevrolet	8:01:30
Knox, Bourque	8:02:44
Locomobile, Robertson	8:14:30
Fiat, Hearne	8:22:04
Stoddard-Dayton, Englebeck	8:26:05
*Buick, Strang, 13 laps	8:14:15
Stoddard-Dayton, Miller, 12 laps	5:46:34
Apperson, Lytle, 11 laps	6:37:30
Knox, Denison, 6 laps	2:29:48
Buick, Burman, 5 laps	2:02:51
Apperson, Seymour, 3 laps	1:28:13
Locomobile, Florida, out in first lap.	

\*Strang was still on course when race was finished.

In the eleventh lap Chevrolet broke a valve in a cylinder in such a manner that it could not be replaced, and he was forced to run the rest of the day with three cylinders, which made his performance all the more remarkable. To offset this misfortune, in a measure, the superior skill with which he and his mechanic handled the oilcans during a stop at the repairing pits, in spectacular competition with the teams of another racer, gained him time of immense value later in the day.

The race, which showed an average of 49.26 miles an hour, was unusually slow for cars of the sixty-horse-power class. This was even slower than that of the light-power machines in the Indiana trophy event of yesterday, which reached an average speed of 61.5 miles. The big race of to-day, it was expected, would naturally exceed this figure, but the load of trouble which assailed the cars and drivers from the very beginning, together with the fact that the roadway at the turns was literally cut to ribbons by the almost continuous performance of the two days' racing, slowed down the heavy motors to a most unexpected degree and upset all calculations.

The most conspicuous feature of to-day's race from a technical point of view was the wonderfully consistent performance of Chevrolet. From the start, when for six laps he ran neck to neck with Denison, in command of a Knox, his average scarcely varied eighteen seconds. Denison being put out of the running, Robertson, at the wheel of a Locomobile, took up the task of beating the leading Buick, and, after running a close second for three laps, jumped into the lead in the tenth and held it twice around again, while Chevrolet fell back.

For the next three rounds Chevrolet wrestled with a load of worry. Seeing him worn down and all but vanquished by the terrific pace he had set himself, his assistants at the repair pit repeatedly signaled him to give up, but he declined, and, summoning up all his failing strength, sprang into the lead in the fourteenth lap and was never thereafter headed.

Bourque's performance, while not so spectacular, was steady and consistent. At no time was he worse than fourth, and in the thirteenth lap took the lead for a brief interval, dropping back, however, to second, which he held with dogged determination to the end.

To George Robertson, the big, blonde Easterner, piloting one of the Locomobile entrants, it was a very hard race to lose, but he lost it gamely. Robertson ran consistently, apparently trying more to save his car than to equal some of the spurts made by drivers whose cars failed to finish the contest. He was never worse than fifth in point of elapsed time. When Chevrolet's cylinder valve got out Robertson assumed the lead and maintained it until the thirteenth lap, when his magneto troubles began. At one time he had a lead of 24 minutes, and it was generally conceded that, barring just what did happen, he could not be beaten. But at Lowell, half way around the course, his magneto failed him and time was lost. He limped into the repairing pit, and more valuable moments were lost while a new magneto was installed and tuned up. He started again, but had scarcely crossed the tape when the sparking instrument failed once more, and Robertson was compelled to stop and back to his repairing pit for further overhauling. This cost him the race. However, there was balm to him in the fact that he finished third.

Trouble resulting in the withdrawal of car after car characterized the race from the start, half of them dropping out before the finish. Florida, in a Locomobile, met his bad luck during the first lap, breaking a jack shaft, resulting in his immediate retirement. Seymour, driving an Apperson, was not much better off, engine trouble compelling him to quit on the fourth round. Strang, the victim of a picturesque series of mishaps, on the contrary, stuck to his task with grim singleness of purpose, in spite of a hopeless prospect. Delays due to minor annoyances left him a full lap behind the leaders at the beginning of the fourth circuit; in the fifth he was compelled to make repairs on the south leg, near Lowell, and in the seventh and eighth laps he had the peculiar experience of breaking down in the same spot near the head of the course. Undaunted, he continued, only to come in on the next circuit with an incapacitated mechanic, Fred Kunze, who, worn out by the heat and blinded by flying oil, was unable to go further. Amid great cheering Strang led him to the repair pit, took, on another helper, and was again on his way.

The third car to quit the frenzied rush was a Buick, with Burman, at the steering gear. He ended his career, so far as the race was concerned, in a ditch in the sixth lap, with a ruined gasoline tank. He was quickly followed by Denison, in a Knox, who was forced out by engine trouble.

Denison's untoward fate was particularly pathetic, owing to the terrific and almost even duel which he waged with Chevrolet up to the very moment of his defeat. This contest was easily the feature of the early hours. From the third lap, with Denison leading by seconds, the leadership alternated between the two and kept the interest of the crowd from flagging before the decisive rounds.

Miller's thirteenth lap was fatal to his chances. After mounting from seventh place at the outset to fourth in the twelfth, both wheels of his machine came off on the rough east leg in this unlucky round. In the twelfth round Lytle, guiding an Apperson, also gave up. He had broken the rear springs of the car and had made four rounds with the body resting on the axle.

The spectators in the grand stand saw no serious accidents, but shortly after the noon hour they were treated to a bit of excitement when Englebeck, whirling by at the close of his ninth round, made a frightful swerve into the soft dirt at the same place in which Strang narrowly escaped disaster in the Indiana trophy contest. Recovering control, however, the Stoddard-Dayton swept on amid cheers.

Probably the most serious affair of the day occurred about 2 o'clock, when Robertson's car skidded at the head of the east stretch, struck Theodore Mueller, the flagman at that point, before he could leap aside, and broke his arm.