

# MANAGER OF BUICK RACING TEAM QUILTS

W. H. Pickens Resigns and Lewis  
Strang Also Severs Con-  
nection with the Company.

## REPORT OTHERS MAY GO

Famous Buick Drivers Have Won Ma-  
jority of Big Events This Sea-  
son—Other Auto News.

It was announced yesterday that William H. Pickens, manager of the famous Buick racing team, composed of Lewis Strang, Louis Chevrolet, Bobby Burman, and a number of other star drivers, had resigned his position with the Flint, Mich., concern to become racing manager of a strong team to be organized by the Benz Import Company. Simultaneously, it was announced that Lewis Strang, until the last year foremost racing driver in the country, had left the Buick concern to join the Isotta Import Company.

The two resignations, coming on the same day, gave rise to the report that the Buick racing team is about to disband. The Buick team has been the strongest in the field this season, winning a majority of the big road races in the Middle West, South, and East. The team won the Cobe trophy over the Crown Point, Ind., course last Summer, and Chevrolet and Burman have won no end of big events since then. It will be a severe blow to the Buick concern to lose both Pickens and Strang.

It could not be learned last night whether Chevrolet and Burman will continue with the Buick Company, but it can be stated that a great effort will be made to hold the services of these two sterling drivers.

On Strang's announcement of his intention to leave the Buick Company, W. C. Durant, head of the concern, presented the daring young driver with the car in which he won the G. & J. Trophy race at Indianapolis. In addition, Strang received a one-third share of the \$10,000 bonus, presented to the Buick team for winning the Cobe trophy. Strang's work with the Isotta Import Company will be watched with interest, and it is hoped that he will repeat the victories he scored in the Briarcliff and Lowell road races.

William Pickens, will sail for Europe next Saturday to look after several racing cars now in the course of construction in the big German factory for use in America. One of the cars is a 200-horse power machine, to be used by Barney Oldfield, and it is understood that the Benz concern is going into the racing game on a large scale, and Pickens was selected as the ablest man in his line to manage the team that is to be organized by the company.

There was a disposition yesterday to discredit Louis Chevrolet's prediction that he will hang up a record of 1,300 miles in the twenty-four hour race at Brighton Beach next week. All along Automobile Row, Chevrolet's prediction was discussed, and it was the general opinion that the clever Alsatian will not be able to make better than 1,200 miles. Ralph De Palma, the Fiat racing pilot, said last night that with good weather and a fast track, the 1,200-mile mark might be reached, but he did not believe that any car would make the 1,300 mark. It was pointed out that Chevrolet allowed two hours off the track for tire changes, the refilling of tanks, and mechanical adjustments, while the time off the track in previous twenty-four-hour contests has averaged close to five hours. Frank Lescault, who will drive the Palmer & Singer car in the race, also doubted Chevrolet's ability to reach the 1,300-mile mark.

Sydney B. Bowman of the Apperson Agency announced yesterday that Hugh N. Harding has been engaged to drive the Apperson "Jack Rabbit," entered in the Fairmount Park race, which starts in Philadelphia next Saturday. Herbert Lytle was to have been the pilot of the car, but the injury he suffered as a result of an accident in the Long Island Automobile Derby last week will prevent him from taking the wheel. Lytle is rapidly recovering. Harding is a clever driver, and has competed in many big road races, finishing third in the elimination trial to select the American team for the Vanderbilt Cup race of 1906. Harding drove to Philadelphia yesterday in an Apperson car, and another machine was sent with him to be used as a reserve.