A Record of Motorsport

Racing before World War I

By Darren Galpin

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Grands Prix and Voiturette Races

The Paris Races

These were the first proper automobile races, and were used by manufacturers to show off their vehicles. Paris was used as the starting point for all the races, and the first, from Paris to Rouen, was organised by the Paris newspaper *Le Petit Journal* in 1894 for £200 in prize money. The last Paris race was to Madrid, but was halted by the French government in Bordeaux due to the high number of accidents involving pedestrians. Open road racing was subsequently banned.

The Gordon Bennett Races

First run from Paris to Lyons in 1900, this race was for a trophy provided by the newspaper owner James Gordon Bennett of the *New York Herald* to help promote the motor industry. It was an open road race until 1903, when it was held on the Athy circuit. Bennett withdrew his sponsorship in 1905 due to politics, but the idea of Grand Prix racing was born. The race was frequently held concurrently with other races.

Basic Grand Prix Technical Regulations

Year	Restrictions
1906	1000 kg maximum weight
1907	9.4 mpg fuel consumption limit
1908	1100 kg minimum weight. Cylinder bore limited to 155mm for 4-cylinder engines and 127mm for 6 cylinder engines
1909-11	No Grand Prix Racing
1912	1750 mm minimum width
1913	800 kg minimum weight. 1100 kg maximum weight. 14 mpg fuel consumption limit
1914	4500cc maximum engine capacity. 1100 kg maximum weight
1915-1920	No Grand Prix Racing

1894

Paris-Rouen Trial

22 July 1894 - Paris-Rouen: 127 km

1	55	Comte Jules de Dion	de Dion	6h48m00s, 18.66 kph
2	65	Georges Lemâitre	Peugeot	6h51m30
3	28	Doriot	Peugeot	7h04m30
4		H Panhard	Panhard	7h21m30
5		Emile Levassor	Panhard	7h43m30
6	31	Kraeutler	Peugeot	7h46m30
7	64	Mayade	Panhard	8h09m00
8	42	A. Le Brun	Le Brun	8h12m00
9	30	Michaud	Peugeot	8h25m00
10	14	Dubois	Panhard	8h38m00
11	27	Louis Rigoulot	Peugeot	8h41m00
12	24	A. Vacheron	Vacheron	8h42m30
13	53	M. De Bourmont	de Bourmont	8h51m00
14	85	E. Roger	Benz	10h01m00
15	60	Maurice Le Blant	Serpollet	10h43m00
16	7	P.Gautier	Gautier Wehrlé	12h24m30
17	18	Ernest Archdeacon	Serpollet	13h00m00

Did Not Finish

10	J.Scotte	Scotte
61	Roger De Montais	de Montais
19	E. Le Blant	Serpollet
44	De Prandières	Serpollet

Other Entrants

1	Rousselet	
2	Édouard Pellorce	
3		De Dion-Bouton
4	Les Mémes	
5	Le Maltre	
6	Roussat	
8	Hidien	
9	Victor Popp	
11	Th.Klaus	
12	Tenting	
13		Panhard et Levassor
15	Poyet	
16	Quantin	
17	Rodiet	
20	G.Peraire	
21	Alexandrew Letar	
22	Gaillardet	
23	Varennes	
25	Coquatrix	
26	Leval	
29		
30		
32	L.Darras	
33	M.P.Geoffroy	
34		
35		
36	Jules Gillot	
37	Albert Loubiére	
38	A.Duchemin	
39	Ponsot	
40	Louis Lemoigne	
41	Bargigli	
43	Spanoghe	
45	Corniquet	
46	F.Marin-Cudrez	
47	César Barthélemy	
48	Leblanc	
49	J.M.Valentin	
50	Werstein	
51	Lepape	
52		
54	Froger	

56 Lebrun
57 Seunier
58 Barbier et Marcillet
59 Bezamat
62 Mallarmé
63 Lacombe et Tissandier
66 L.Museur
67 Lesbesgue
68 E.Garnier
69 Desvignes de Malapert et Barrière
70 Fays-Poisson
71 Th.Klaus
72 Tamarelle-Capeyron
73 Prétot
74 Raoul Meyer
75 Charles Dessaux
76 Georges Tirant
77 Reverseau
78 Berthaud
79 A. Baudet
80 Quentin
81 Becherel
82 Monges
83 Suodais
84 Plantard
86 Garrard
87 Landry/G.Beyroux
88 Jeantaud
89 Demont
90 Mansart
91 Comte Carli
92 de Farcy
93 Gautry
94 H.Morelleras
95 Roze-Andrillon
96 Canis
97 Deutsch
98
99 L.Bonnefils
100 Bellanger
101 Jean Mary
102 Barriquand

N.B.
1) de Dion ineligible for first prize as not accompanied by mechanic
2) 21 Known starters, 17 known finishers, 102 entries

1895

Paris-Bordeaux-Paris Trail

25 February 1895 - Paris-Bordeaux-Paris: 1178 km

1	5	Emile Levassor	Panhard	48h48m00s, 24.54kph
2	15	Louis Rigoulot	Peugeot	54h35m00
3	16	A. Koechlin	Peugeot	59h48m00
4	8	Doriot	Peugeot	59h49m00
5	12	Thum	Benz	64h30m00
6	7	Mayade	Panhard	72h14m00
7	28	Boulanger	Panhard	78h07m00
8	13	E. Roger	Roger	82h48m00
9	24	Amédée Bollée	Bollée	90h03m00

Did Not Finish			Reached
46	André Michelin	Peugeot	Orleans (B)/Tyre Trouble
20	Léon Serpollet	Serpollet	Poitiers (B)/Broken Cranck Shaft
37	Fréderic	Winke & Delmer	Angouleme
14		Hildebrand Wolfsmuller	Angouleme
6	Prévost	Panhard	Angouleme/Broken Wheel-Disqualified
3	Comte de Chasseloup	Laubat De Dion	Vouvray/Broken Shaft
25	Charles Jeanteaud	Jeanteaud	Orleans/Axle Trouble
42		Millet	Orleans
21		Serpollet	Versailles
18	P. Gautier	Gautier	
26		Rossel	
43		Gautier-Wehrlé	

N.B.
1) Named in retrospect the I Grand Prix de l'A.C.F.
2) First two drivers ineligible for prizes as cars were two seaters and only four seaters were eligible.
3) Route: Paris-Versailles-Orleans-Vouvray-Tours-Poitiers-Ruffec-Angouleme-Bordeaux and back (B).
4) 46 entries, 22 starters.

Turin-Asti-Turin

18 May 1895 - Turin-Asti-Turin: 93 km

1	Simone Federmann	Daimler 4 seater	6h00m, 15.500 kph
2?3?	Gianbattista Ceirano	Motorcycle	

Did Not Finish		
Sclaverani	Sclaverani 6 seater (steam)	ret after Asti
Cleto Brena	Benz	ret after Asti

N.B. - 5 starters, 3 classified

1896

Bordeaux-Agen-Bordeaux

24-25 May 1896

1 Bousquet	Peugeot	

Paris-Marseilles-Paris Trail

24 September - 3 October 1896 - Paris-Marseilles-Paris: 1710 km

1 Mayade	Panhard	67h42m58s, 25.25 kph	
2 Merkel	Panhard	68h11m05	
3 Viet	de Dion trike	71h01m05	*Class B*
4 Emile Levassor/d'Hostingue	Panhard	71h23m22	
5 Collomb	de Dion trike	73h30m12	*Class B*
6 Berlet	Peugeot	75h26m24	*Class A2*
7 Ernest Archdeacon	Delahaye	75h29m48	
8 Doriot	Peugeot	81h23m51	
9 Delieuvin	De Dion trike	83h13m16	*Class B*
10 Ernest Delahaye	Delahaye	84h27m02	
11 Guyonnet	Parisienne	102h41m45	
12 Labouré	Parisienne	108h39m00	
13 Landry	Landry et Beyroux	119h44m21	
14 Pary	Bollée	141h10m47	*Class C*

Did Not Finish		stage completed (distance)	
Lebrun	Lebrun	5 stages	
Dubois	Panhard	5 stages	*Class A2*
Ferradje	Rochet Schneider	2 stages	
Valentin	Triouleyre	2 stages	
Amédée Bollée	Bollée	1 stage	
Lejane	Bollée	1 stage	*Class C*
Camille Bollée	Bollée	1 stage	*Class C*
Chevalier	De Dion trike	1 stage	*Class B*
	Peugeot	1 stage	
Rossel	Rossel	1 stage	
Boiron	De Dion trike	1 stage	*Class B*
Tissandier	Tissandier	1 stage	
	Bollée	1 stage	*Class C*
Ferté	Fisson	0 stages	
Comte Jules de Dion	de Dion	0 stages	
Estève	Triouleyre	0 stages	
Tenting	Tenting	0 stages	
Comte de Chasseloup Laubat	De Dion	0 stages	*Class A2*

N.B.
1) Race named in retrospect the II Grand Prix de l'A.C.F.
2) There were four classes: Class A series 1, Class A series 2, Class B (Motor Cycles) and Class C.
3) All cars above are Class A series 1 unless otherwise stated.
4) In stage 4 near Orange, Emile Levassor swerved to avoid hitting a dog. His high, short-wheelbased car turned over and threw Levassor out. Levassor was soon up and away and drove on to Avignon. There he handed the car over to d'Hostingue, his companion, who drove the car through the rest of the race. Levassor never really recovered from that accident and died on 14 April 1897.
5) Stage winners

1 Paris-Auxerre	177.85 km	Lejane	Bollée	5h34m03s	31.94 kph.
2 Auxerre-Dijon	150.95 km	Levassor	Panhard	6h51m40s	22.15 kph.
3 Dijon-Lyon	197.95 km	Levassor	Panhard	7h01m08s	28.20 kph.
4 Lyon-Avignon	218.90 km	Merkel	Panhard	8h19m28s	26.30 kph.
5 Avignon-Marseille	100.90 km	Viet	De Dion	3h18m18s	30.53 kph.
6 Marseille-Avignon	100.90 km	Viet	De Dion	3h50m28s	26.27 kph.
7 Avignon-Lyon	218.90 km	Merkel	Panhard	9h50m50s	22.23 kph.
8 Lyon-Dijon	197.95 km	Mayade	Panhard	6h35m50s	30.01 kph.
9 Dijon-Sens	209.20 km	Mayade	Panhard	7h04m00s	29.60 kph.
10 Sens-Paris	136.50 km	Mayade	Panhard	5h42m15s	23.93 kph.

Emancipation Day Run

14 November 1896- London-Brighton: ? km

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 1 Léon Bollée              Bollée Trike
 2 Camille Bollée           Bollée Trike
 3 Earl of Winchilsea       Panhard Wagonette
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1897

Marseilles-Nice-La Turbie

29-31 January 1897 - Marseille-Nice-La Turbie: 240 km

1	Comte de Chasseloup Laubat	De Dion	7h45m09s, 30.96 kph	
2	Georges Lemaître	Peugeot	8h07m27	
3	Charles Prévost	Panhard	8h26m58	
4	René De Knyff	Panhard	8h35m14	
5	E. Chesnay	De Dion	9h23m36	*Motor Cycle*
6	Etienne Giraud	Panhard	9h24m23	
7	Marcellin	De Dion	9h40m53	*Motor Cycle*
8	Pary	De Dion	9h46m35	
9	Gautier	Peugeot	9h47m12	
10	Vicomte de Souliér	Bollée	9h48m18	*Motor Cycle*
11	Hubert Peugeot	Peugeot	9h48m42	
12	Leveillé	Panhard	10h10m24	
13	Monter	De Dion	10h13m31	*Motor Cycle*
14	Cabassus	De Dion	10h33m15	*Motor Cycle*
15	Rivierre	De Dion	10h34m57	*Motor Cycle*
16	Nicodemi	De Dion	10h35m30	*Motor Cycle*
17	Bruninghaus	Panhard	10h40m12	
18	Egrevy	Landry et Beyroux	11h52m06	
19	M. Cahen	Peugeot	11h56m05	
20	A. Peter	Peugeot	11h58m58	
21	Beauvais	Peugeot	12h24m55	
22	Sibilat	Panhard	12h49m59	
23	Courtois	Parisienne	12h50m40	
24	Petrus	Peugeot	13h20m29	
25	Millaud	Peugeot	13h29m56	
26	Dranet	Landry et Beyroux	14h20m03	
27	Laumaillé	Peugeot	14h29m07	
28	Ponsud	Benz	18h00m23	
29	Dupré Neuvy	Landry et Beyroux	18h10m30	
30	De Sallmard	Benz	19h29m29	
31	Comiot	Panhard	37h49m08	

Did Not Finish

Thibault	Panhard	1 stage	
Fernand Charron	Panhard	1 stage	
Vaquelin	??	??	*Motor Cycle*

N.B.
1) Two classes: Cars and Motor Cycles.
2) Motor Cycle class consisted of tricycles and voiturettes.
3) Stage winners:

1 Marseille-Frejus	*155 km*	*Chasseloup Laubat*	*De Dion*	*4h47m14s*	*32.38 kph*
2 Frejus-Nice	*68 km*	*Chasseloup Laubat*	*De Dion*	*2h20m00s*	*29.14 kph*
3 Nice-La Turbie	*17 km*	*Chasseloup Laubat*	*De Dion*	*37m55s*	*26.90 kph*

Paris-Dieppe Trail

24 July 1897 - Paris-Dieppe: 170.8 km

1	Jamin	Bollee (voit.)	4h13m33s, 40.42 kph	
2	Comte Jules de Dion	de Dion (4)	4h19m34	*class winner*
3	Gilles Hourgieres	Panhard (2)	4h36m00	*class winner*
4	Fernand Charron	Panhard (2)	4h38m31	
5	Pellier	Bollee (voit.)	4h43m55	
6	Bertrand	de Dion (tric.)	4h45m15	*class winner*
7	Etienne Giraud	Panhard (4)	4h48m09	
8	Viet	de Dion (tric.)	4h47m34	
9	Charles Prévost	Peugeot (2)	4h48m12	
10	Bardin	de Dion (tric.)	4h49m21	
11	Osmont	de Dion (tric.)	5h05m56	
12	Maurice	de Dion (tric.)	5h11m31	

13	Teste	de Dion (tric.)	5h11m56	
14	Amédée Bollée	Bollée (2)	5h17m22	
15	René De Knyff	Panhard (2)	5h17m26	
16	Leonce Girardot	Panhard (2)	5h18m56	
17	Comiot	de Dion (tric.)	5h25m36	
18	E. Mors	Mors (2)	5h25m48	
19	Pinaud	de Dion (tric.)	5h27m09	
20	Georges Lemaître	Peugeot (2)	5h27m46	
21	Ernest Archdeacon	Delahaye (4)	5h41m15	
22	De Nanteuil	Bollée (voit.)	5h44m27	
23	Diez	Bollée (voit.)	5h49m44	
24	Daniel Courtois	Delahaye (6)	5h58m13	*class winner*
25	Buisson	Panhard (2)	6h03m11	
26	Berthier	Bollée (voit.)	6h03m21	
27	Leys	Panhard (2)	6h22m11	
28	Marcotte	Panhard (4)	6h24m50	
29	Doriot	Peugeot (6)	6h26m53	
30	X.	(tric.)	6h31m36	
31	Lemoine	Panhard (4)	6h42m12	
32	Max Richard	Georges-Richard (2)	7h51m43	
33	Hiverge	Landry et Beyroux (2)	8h38m34	
34	Mouter	Mors (4)	8h40m40	
35	Delmas	Panhard (2)	8h42m31	
36	Viard	Mors (4)	8h54m26	
37	Serin	Parisienne (2)	10h07m30	
38-42				
	Roch-Brault	(2)	arrived	
	Hoffer	(2)	arrived	
	Labouré	Parisienne (4)	arrived	
	Fisson	Fisson (4)	arrived	
	Guyonnet	Parisienne (4)	arrived	

Did Not Finish:

Georges Richard	Georges Richard
Viconte de Soulier	Bollée tricycle
etc.	

N.B.
1) 5 Classes: two-seated cars, four-seated cars, six-seated cars, voiturettes, tricycles.
2) 70 entries, 59 starters.

Paris-Trouville Trail

14 August 1897 - Paris-Trouville: 173.3 km

1	Jamin	Bollée	3h48m56s, 45.42 kph	*cycle*
2	Gilles Hourgières	Panhard	4h16m03	
3	Georges Lemaître	Peugeot	4h17m40	
4	Comte Jules de Dion	de Dion	4h26m25	
5	Péan	Bollée	4h26m59	*cycle*
6	René De Knyff	Panhard	4h31m10	
7	Etienne Giraud	Panhard	4h37m20	
8	Georges Teste	de Dion	4h44m25	*cycle*
9	Mouchan	Landry et Beyroux	4h57m25	
10	Bertier	Bollée	4h59m02	
11	Bertrand	Clement	5h01m55	*cycle*
12	Emile Mors	Mors	5h06m00	
13	Bardin	de Dion	5h13m48	*cycle*
14	Baron De la Forest	de Dion	5h13m50	*cycle*
15	Lamberjack	Comiot	5h14m45	*cycle*
16	Osmont	de Dion	5h34m50	*bicycle*
17	E. Chesnay	de Dion	6h02m20	*cycle*
18	Guyonnet	de Dion	6h17m05	*cycle*
19	André Michelin	Mors	6h17m25	
20	Thévin	Bollée	6h40m45	*cycle*
21	Georges Richard	Georges-Richard	6h57m35	
22	Lowinski	Panhard	7h00m57	
23	Fernand Charron	Panhard	7h15m06	
24	Leonce Girardot	Bollée	7h15m15	*cycle*
25	De Morlhon	Panhard	7h20m33	
26	Marcel Cahen	Mors	7h31m45	
27	Fournerie	de Dion	7h34m40	*cycle*
28	Chenard	de Dion	7h47m10	*cycle*
29	Courtaud	Gautier Wehrlé	7h50m20	

30	Comte de Chasseloup Laubat	de Dion	7h57m28	*cycle*
31	Lamy	de Dion	8h02m50	*cycle*
32	Serin	Parisienne	8h36m35	

N.B.
1) 2 classes: cars and cycles (weight less than 200 kg).

Paris-Cabourg

22 August 1897 – Paris-Cabourg: 210 km

DQ	2	Clovis		6h27m05
1	11	Bardin	De Dion 1¾ hp	6h32m10, 32.142 kph
2	12	Comiot		7h17m48
3	19	Meyer		
4	15	Rouxel		
5	21	Guyenet		

Other Starters
1 Gaston Rivierre
16 Henri Fournier
10 Ernest Gras
20 Leys
24 Antony

N.B. Race for Tricycles organised by Le Velo newspaper. Clovis finished first on the road, but forgot to sign in at Evreux and was disqualified. There were 24 entrants, but only 11 started.

Lyon-Uriage-Lyon

22-23 August 1897 - Lyon-Uriage-Lyon: 300 km

1	Leon Porte		10h18m19	*Tricycle*
2	Gilbert		11h02m12	*Tricycle*
3	Etienne Giraud	Panhard	11h04m23	*Car*
4	Schneider		11h27m27	*Car - voiturette*

Other Entrants

Morroe		*Car*
Genin		*Car*
Rochet		*Car - voiturette*
Elleni		
Serratge		*Tricycle*
Pansu		
R Lara Bibal	Day 2	
R Collin-Dufresne	Day 1	*Car*

Giraud 11h08m23 26.946 kph

N.B. - Two day event organised by La Vie Française.

Arona-Stresa-Arona

12 September 1897 - Arona-Stresa-Arona: 34 km

1	Giuseppe Cobianchi	Benz	1h34m, 21.702 kph
2	Oreste Fraschini	Benz	2h04m
3	Giuseppe Ricordi	Benz	2h12m
4	Paolo Meda	Benz	2h13m

N.B. other entrants were 2 tricycles & 7 motorcycles

1898

Marseille-Nice Trail

6-7 March 1898 - 226.9 km

1	Fernand Charron	Panhard	6h53m45s, 32.90 kph	
2	Gilles Hourgières	Panhard	7h00m21	
3	René De Knyff	Panhard	7h04m52	
4	A. Koechlin	Peugeot	7h28m29	
5	Etienne Giraud	Panhard	7h31m13	
6	Emile Mors	Mors	7h45m41	
7	Yvert	Panhard	8h18m53	
8	L. Mors	Mors	8h31m18	
9	L. Duchon	Panhard	8h42m16	
10	De Paiva	Panhard	8h43m43	
11	Osmont	de Dion	9h12m19	*class 4*
12	Mouter	Panhard	9h19m37	
13	Schneider	Rochet-Schneider	9h39m27	
14	Guyennet	de Dion	9h43m52	*class 4*
15	E. Chesnay	Mors	9h53m08	
16	G. Morane	Delahaye	10h27m28	
17	Vicomte de Soulier	Bollée	10h29m56	*class 3*
18	Paul Chauchard	Panhard	10h30m17	
19		Rochet-Schneider	10h42m45	
20	Manet	Bollée	10h43m17	*class 3*
21	Georges Richard	Georges Richard	11h04m02	*class 2*
22	Clérissy	Peugeot	11h07m50	
23	Labouré	Parisienne	11h12m47	*class 2*
24	Catzigras	Bollée	11h12m48	*class 3*
25	G. de Meaulne	de Dion	12h13m09	*class 4*
26	Audibert	Audibert-Lavirotte	12h30m55	
27	Madame Laumaillé	de Dion	12h52m29	*class 4*
28	Daniel Courtois	Delahaye	13h22m32	
29	E. Chesnay	de Dion	13h37m59	*class 4*
30	Lasslo	Daimler	13h46m17	
31	Laumaillé	de Dion	13h47m23	*class 4*
32	Damoy Pican	Panhard	15h50m50	
33	Bergéon	Barbereau-Bergéon	16h41m53	

N.B.
1) First time that separate classes were used for cars of different size.
2) Four categories: Class 1 (weight more than 400 kg)
Class 2 (200-400 kg)
Class 3 (100-200 kg)
Class 4 (less than 100 kg)
3) Stage winners

1	*Marseille-Hyères*	*82.1*	*René De Knyff*	*Panhard*	*2h08m09s 38.44 kph*
2	*Hyères-Nice*	*144.8*	*Fernand Charron*	*Panhard*	*4h42m43s 30.73 kph*

Course de Perigueux

1 May 1898 - Perigueux: 171.8 km

1	G. Leys	Panhard	3h54m05s, 44.04 kph	
2	Osmont	de Dion	4h00m51	*cycle*
3	Pierre Bardin	de Dion	4h27m51	*cycle*
4	Leveilley	Panhard	4h29m22	
5	Pinaud	Audibert-Lavirotte	4h49m45	
6	Roger	de Dion	5h05m53	*cycle*
7	Gonthier	Gladiator	5h25m29	*cycle*
8	Bord	Peugeot	5h23m04	*
9	Laffitte	Panhard	5h24m29	*
10	De Solages	Delahaye	5h24m56	*
11	Fontnouvelle	de Dion	5h46m06	*cycle*
12	J. Journu	Gautier-Wehrlé	5h58m21	
13	Wilfrid	Bollée	6h27m19	*cycle*
14	De Fayolles	Bollée	6h59m17	*cycle*

15	Saule	Landry et Beyroux	6h59m53
16	Didon	Bollée	7h22m17 *cycle*
17	Bergeon	Landry et Beyroux	8h20m20
18	Mouter	Panhard	8h53m58

Did Not Finish

Marquis de Montaignac	Landry et Beyroux	fatal accident after 1 mile
De Montariol	Parisienne	involved in same accident

N.B.
** Times indicate that these drivers should be listed ahead of #7, but the result is given as shown.*

1) Marquis de Montaignac was the first recorded motor racing fatality.

Criterium des Entraneurs

11-12 May 1898 - Paris-Bordeaux: 573.7 km

1	René De Knyff	Panhard	15h15m31.2, 37.60 kph
2	Fernand Charron	Panhard	17h43m24
3	Breuil	Panhard	18h20m01.8
4	Jean Corre	de Dion	18h38m10.4 *cycle*
5	Georges Richard	Richard	19h47m33.6
6	Balacéano	Panhard	19h51m33.4
7	Marot	de Dion	19h56m08 *cycle*
8	Caron	de Dion	20h24m53 *cycle*

Did Not Finish

Cars		
Leonce Girardot	Panhard	1 stage
Emile Mors	Mors	1 stage
Alfred Velghe ("Levegh")	Mors	1 stage
Antony	Mors	0 stages
Cycles		
Nicolas	de Dion	1 stage
Gleizes	de Dion	1 stage
Bourgeois	de Dion	1 stage
Degrais	de Dion	0 stages
Deckert	de Dion	0 stages
Rigal	de Dion	0 stages
Oury	de Dion	0 stages
Griet	de Dion	0 stages
Mongredin	de Dion	0 stages
Georges Teste	de Dion	0 stages

N.B.
Stage winners:

1 Versailles-Tours	*De Knyff*	*Panhard*	*5h43m31.2*
2 Tours-Bordeaux	*De Knyff*	*Panhard*	*9h32m00*

Berlin-Potsdam-Berlin

24 May 1898 - Berlin-Potsdam-Berlin: 54 km

1	Humber tricycle	2h08m30
2	Daimler 4-seat Phaeton	2h17m30
3	Clément tricycle	2h26m30
4	Benz	2h34m30
5	Benz	2h36m

There were 15 starters, 13 of whom had been exhibited at a Motor Show in the Landesausstellungspark earlier that day.

Berlin-Leipzig-Berlin

25-27 May 1898 – Berlin-Leipzig-Berlin: 387 km in 3 stages.

1	7	AMG 2-seater	15h57m30
2	1 Moritz Hille	Hille tricycle	18h08m00
R	2	von Lutzmann 2-seater	
R	3	von Lutzmann 4-seater	
R	4	Benz "dos-a-dos"	
R	6	Benz 4-seater	
R	8	AMG 4-seater	
R	9	AMG tricycle	

There were 9 starters, only 2 finishers.

Bruxelles-Spa

25-26 June 1898

1	Pierre de Crawhez	Panhard

Paris-Amsterdam-Paris Trail

7-13 July 1898 - Paris-Amsterdam-Paris: 1431 Km

1	Fernand Charron	Panhard	33h04m34, 43.26 kph
2	Leonce Girardot	Panhard	33h25m18
3	Etienne Giraud	Bollée	34h08m58
4	Rene de Knyff	Panhard	34h58m50
5	Loysel	Bollée	35h19m09
6	Adam	Panhard	35h45m57
7	Doriot	Peugeot	36h20m47
8	Kraeutler	Peugeot	38h26m55
9	Levegh (Alfred Velghe)	Mors	38h41m02
10	Antony	Peugeot	39h30m14
11	E. Chesnay	Mors	43h58m40
12	Gilles Hourgières	Panhard	46h50m19
13	George Heath	Panhard	48h58m26
14	Parix	Panhard	52h30m58
15	Védrine	Georges Richard	57h27m05

Did Not Finish

Amédée Bollée	Bollée	3 stages
Leys	Panhard	3 stages
Roscoff	Mors	3 stages
Vinet	Bollée	3 stages
Baron de Turkheim	Bollée	2 stages
Breuil	Peugeot	2 stages
A. Koechlin	Peugeot	1 stage
Marcellin	de Dion tricycle	0 stages
Max Richard	Georges Richard	0 stages
Georges Richard	Georges Richard	0 stages

N.B.
1) Race named in retrospect the III Grand Prix de l'A.C.F.
2) Cars, series 1: Cars seating 2 or 3 persons.
series 2: Cars seating 4 or 5 persons.
series 3: Cars seating 6 and more persons.
Motorcycles series 1: Weighing less than 100 kg, and seating 1 person.
series 2: Weighing less than 100 kg, and seating more than 1 person.
series 3: Weight 100-200 kg, and seating 1 person.
series 4: Weight 100-200 kg, and seating more than 1 person.
3) Stage winners:

1 Champigny-Chateau d'Ardenne	*294.90*	*Charron*	*Panhard*	*6h56m07s*	*42.52 kph.*
2 Chateau d'Ardenne-Nijmegen	*251.35*	*Hourgières*	*Panhard*	*6h00m23s*	*41.84 kph.*
3 Nijmegen-Amsterdam	*112.00*	*Girardot*	*Panhard*	*2h20m40s*	*47.77 kph.*
4 Amsterdam-Liège	*269.55*	*Charron*	*Panhard*	*5h30m43s*	*48.90 kph.*
5 Liège-Verdun	*259.90*	*Giraud*	*Bollée*	*5h57m09s*	*43.66 kph.*
6 Verdun-Paris	*243.30*	*Charron*	*Panhard*	*5h34m08s*	*43.69 kph.*

Torino-Asti-Alessandria-Torino

17 July 1898 - Torino-Asti-Alessandria-Torino: 192 km

1	Guido Ehrenfreud	Miari-Giusti-Bernardi	9h47m, 19.000 kph
2	Simone Federmann	Daimler	10h22m

Did Not Finish:

Michele Lanza	Peugeot	over time limit
Francesco Giusti	Miari-Giusti-Bernardi	over time limit
Enrico Tarlarini	Bollée	transmission
Davide Federmann	Daimler 2 seater	retired
Luigi Storero		
Giovanni Ceirano		
Ettore Bugatti		
Count Biscaretti		

N.B. - 3 other entrants

Bordeaux-Biarritz

21 August 1898 - Bordeaux-Biarritz: 292.75 km

1	Loysel	Bollée	6h48m00s, 26.75 kph	
2	A. Koechlin	Peugeot	7h36m00s	
3	Georges Lemaître	Peugeot	8h04m00s	
4	Pierre Bardin	de Dion	8h15m00s	*Motor Cycle*
5	Jean Corre	de Dion	8h38m00s	*Motor Cycle*
6	Pinaud	Phébus	9h29m00s	*Motor Cycle*
7	Etienne Giraud	Bollée	arrived	
8	Bergeon	Barberau Berheon	arrived	

N.B.
1) Among starters: 7 heavy cars, 2 light Decauvilles and 6 motorcycles
2) Route: Bordeaux-La Réole-Marmande-Casteljaloux-Mont de Marsan-Biarritz.
3) The 2 Decauvilles got no further than Mont de Marsan.

St.Germain-Vernon-St.Germain

20 October 1898 - St.Germain-Vernon-St.Germain

1	"Levegh"	Mors

I Kubok Obschestva Velosipednoy Ezdy

24 October 1898 - St.Petersburg-Strel'na-St.Petersburg: 41.6 km

1	Petr Belyaev	Clement 1.75 hp (tricycle)	1h33m36, 26.1 kph
2	Alfonce Merl	Clement 1.75 hp (tricycle)	1h45m36
3	Stepanov	Clement 1.75 hp (tricycle)	1h49m24
4	Schneiderov	Clement 1.75 hp (tricycle)	2h04m00
5	Lavrentiev	Benz 6.5 hp	2h11m00

Did Not Finish

Louis Mazy	Clement 1.75 hp (tricycle)	motor
V.I. Von Lode	Clement 1.75 hp (tricycle)	collision with cart

N.B.
1) Name of race translates as I Cup of Society for Cycling
2) Race was on the 11th October using the Russian Calendar.
3) Race started at Aleksandrovo Railway station, and was run on snowy roads.

1899

Coupe de Perigord

26 January 1899 – Paris-Rouen-Paris

1 Léonce Girardot	Panhard 6 hp	

Verona-Brescia-Mantua-Verona

14 March 1899 - 161 km

1 Giovanni Agnelli	Phénix 2 seater	5h03m23, 31.880 kph
2 Louis Bouvier	Bollée	5h42m37
3 Virginio Benedetti	Prinetti-Stucchi 2 seater	6h03m27
4 Giacomo Miari	Miari-Giusti	6h58m12
5 Edoardo Corinaldi	Miari-Giusti	7h38m38
Ettore Bugatti	Tricycle	
Victor Rigal	Tricycle	

Did Not Finish

Guglielmo Bressi	Ricordi	lost a wheel
Francesco Giusti	Miari-Giusti	mechanical
Emile Laporte	Orio-Marchand	crash
Massimo Ricordi	Benz	

N.B.
1) 8 other starters in the tricycle class.

Nice-Castellane-Nice

21 March 1899 - 120.7 km

1 20 Georges Lemaître	Peugeot	2h52m50, 41.98 kph
2 7 Leonce Girardot	Panhard	3h19m20
3 10 A.Koechlin	Peugeot	3h22m45
4 15 Loysel	Bollée	3h25m55
5 23 Baron de Turkheim	de Dietrich	3h26m45
6 11 Georges	Peugeot	3h35m30
7 8 Fernand Charron	Panhard	3h35m40
8 35 Ernest Archdeacon	Delahaye	3h40m45
9 22 De Dietrich	de Dietrich	3h43m50
10 16 Levegh (Alfred Velghe)	Mors	3h51m40
11 14 Roscoff	Mors	3h54m30
12 36 Buissot	Delahaye	4h01m10
13 24 Leys	Panhard	4h10m30
14 34 Schneider	Rochet-Schneider	4h24m00
15 30 Decauville	Decauville	4h27m30
16 25 Brouhot	Brouhot	4h59m00

Did Not Finish

Ducom	
Etienne Giraud	Bollée
Comte Bozon de Perigord	

Tricycles

1 62 Teste	De Dion	2h59m00
2 58 Rigal	Gladiator	3h20m37
3 56 De Maulne	De Dion	3h28m05
4 51 Jouan	De Dion	3h51m55
5 65 Garin	De Dion	3h58m36
6 73 Jaquelin	De Dion	4h57m30

N.B. 15 tricycles participated.

Dresden-Berlin

2 April 1899 – 180 km

1	S.Kraus	Phébus-Aster	9h26m

Pau-Bayone-Pau

6 April 1899 - 206 km

1	Albert Lemaître	Peugeot 10 hp	3h57m36, 54.6 kph
2	Vasseur	Phoebus motorcycle	
3	de Gras	motorcycle	
4	Béconnais	motorcycle	
5	Barbereau	Torpilleur	

Did Not Finish

Giraud	Bollée	
Geo	motorcycle	

Limone-Cuneo-Turin

28 April 1899 - 90 km

1	de Gras	Peugeot 10 hp	1h46m10, 50.860 kph
2	Gondoin	Peugeot 7 hp	2h19m00
3	Clérissy	Peugeot 7 hp	2h24m00
4	Georges Duquesne	De Dion-Bouton tricycle	2h49m00
5	Letanturier	Panhard 8 hp	2h54m00
6	Louis Bouvier	Bollée 3 hp	2h56m00
7	Siegfried	Panhard 8 hp	3h17m00
8	Laumaillé	De Dion-Bouton tricycle	3h20m00

N.B. - this race was reserved for French drivers only

Turin-Pinerolo-Avigliana-Turin

30 April 1899 - 90 km

1	de Gras	Peugeot 10 hp	1h59m20
2	Paul Chauchard	Panhard 8 hp	2h02m35
3	Gondoin	Peugeot 7 hp	2h26m12
4	Carlo Quagliotti	De Dion-Bouton 2 seater	2h34m48
5	Count Carlo Biscaretti	Phénix 2 seater	2h35m35
6	Emile Laporte	Orio-Marchand Voiturette	2h36m12
7	Clérissy	Peugeot 8 hp	2h42m18
8	Letanturier	Panhard 8 hp	2h57m25
9	Cesare Goria-Gatti	Welleyes Vetturette	3h10m09
10	Azimonti	Hurtu 5 hp	3h14m41
11	Siegfried	Panhard 8 hp	3h29m54
12	Massimo Ricordi	Aigle Vetturette	3h36m00
13	Fortuné Neveux	Decauville Voiturette	5h03m45
14	Guidi	Panhard 6 hp	5h13m20

Did Not Finish

Oudin	Decauville Voiturette	2h13m55/out of competition
Delbruck	Poney Voiturette	
Louis Bouvier	Bollée Voiturette	
Geninatti	Panhard 8 hp	
Giuseppe Ricordi	Benz 8 hp	

Tricycle Class

1	Ettore Bugatti	Prinetti-Stucchi	1h39m07, 54.481 kph

N.B.

1) 32 starters, 24 classified.
2) 12 other starters were tricycles.

Reggio Emilia

8 May 1899 – Reggio-Brescello-Parma-Reggio: 85 km

1	Paul Chauchard	Panhard 8 hp	1h40m50, 50.578 kph
2	Louis Bouvier	Bollée Voiturette	2h16m24
3	Georges Duquesne	Panhard 8 hp	2h30m05
4	Emile Laporte	Orio-Marchand Voiturette	2h34m32
5	C. Gibert	Panhard 8 hp	2h57m20

Tricycles

1	Ettore Bugatti	Prinetti-Stucchi	1h18m35, 64.941 kph

N.B.
1) 8 classified finishers, 3 tricycles.

Aachen-Koblenz

14 May 1899

1	1 Cudell	Cudell tricycle	5h10m00
2	2 Wahlen	Cudell tricycle	5h10m10
3	9 Weiss	Cudell tricycle	5h18m
4	7 Enos	Falke tricycle	6h04m
	10 Ehrhardt	Eisenach	7h16m
	13 O.Schilf	Egg & Egli	7h50m

There were 25 entries, of whom 14 started. 9 were tricycles, 5 were cars.

Bologna-Poggio Renatico-Malalbergo-Bologna

22 May 1899 - 80 km

1	Emile Laporte	Orio-Marchand Voiturette	2h23m00
2	Louis Bouvier	Bollée Voiturette	2h32m00
3	Georges Duquesne	Panhard 8 hp	2h35m00
4	Marco Conti	Phebus	
5	Guido Sanguinetti	Voiturette	

Tricycles

1	Attilio Caffarati	Perfecta	2h05m00, 38.400 kph

N.B.
1) 12 starters, 7 classified.

Paris-Bordeaux Trail

24 May 1899 - Paris-Bordeaux: 565 km

1	Fernand Charron	Panhard	11h43m20, 48.20 kph
2	René de Knyff	Panhard	11h51m26
3	Leonce Girardot	Panhard	12h32m35
4	Archambault	Panhard	12h37m45
5	Gilles Hourgières	Panhard	13h03m44
6	Antony	Mors	13h17m43
7	Leys	Panhard	13h32m03
8	Carl Voigt	Panhard	13h49m11
9	Maurice Farman	Panhard	14h40m32
10	Broc	Mors	15h19m48
11	G. de Knyff	Peugeot	15h23m25
12	Huguet	Panhard	15h25m00
13	Hénon	Panhard	15h48m16
14	Levegh (Alfred Velghe)	Mors	15h51m26

15	De Castelnau	Bollée	15h52m06
16	Fougerat	Mors	16h33m40

Did Not Finish

Baehni	Henriod
Wehrlé	de Dietrich
Etienne Giraud	Bollée
A. Koechlin	Peugeot
Bolide	Bolide
Aubin	Decauville
Leon Théry	Decauville
Fernand Gabriel	Decauville
Chabrières	Decauville
Wilfrid	Bollée
Georges Lemaître	Peugeot

N.B.
1) 37 motorcycles also participated.
2) Lemaître ran into the back of Hourgières at the Montretout level crossing, but his mechanic, anticipating a large accident, jumped from the car and suffered severe injuries. Some reports say that the injuries were fatal. Lemaître's car was not that badly damaged, but he stayed behind to attend his injured mechanic.

Bordeaux-Périgueux

May 1899 – 232 km

1	Barbeureau	Bollée	4h46m45

Padua-Vincenza-Thiene-Bassano-Trevisio-Padua

19 June 1899 - 175 km

1	Ettore Bugatti	Prinetti-Stucchi Quadricycle	3h55m30, 44.585 kph
2	Virginio Benedetti	Prinetti-Stucchi Quadricycle	4h37m32
3	Rossati	Mors (heavy car)	5h06m25
4	Carlo Carbone	Phebus Quadricycle	5h10m30
5	Lauro Bernardi	Bernardi Vetturette	7h08m15
6	Giuseppe Ruini	Orio-Marchand Voiturette	7h25m05
7	Giacomo Miari	Bernardi (light car)	7h36m37
8	Edoardo Corinaldi	Bernardi Vetturette	8h06m00
9	Countess Elsa Albrizzi	Benz (light car)	8h12m15
10	Alfredo Glisenti	Bernardi (light car)	9h10m18

N.B.
1) 15 classified - 5 others were tricycles.

Bruxelles-Namur-Spa

1 July 1899

1	Gaétan de Knyff	Panhard 16 hp

Salon-Arles-Salon

2 July 1899 – 100 km

1	de Farconnet	Turcat-Méry

Frankfurt-Cologne

2 July 1899

1	Fritz Held	Benz

A reliability trial.

Spa-Bastogne-Spa

4 July 1899

1	René de Knyff	Panhard 16 hp

Mainz-Bingen-Koblenz-Mainz

14 July 1899

1	Eugène de Dietrich	De Dietrich 20 hp

Tour de France Trail

16-24 July 1899 - France: 2172.5 km

1	René De Knyff	Panhard	44h43m39.2, 48.57 kph
2	Leonce Girardot	Panhard	49h37m39.4
3	Comte Gaston de Ch. Laubat	Panhard	49h44m18.0
4	Pinson	Panhard	52h34m17.8
5	Boileau de Castelnau	Bollee	53h29m07.0
6	George Heath	Panhard	58h47m26.0
7	Adolphe Clément	Panhard	75h45m35.6
8	Levegh (Alfred Velghe)	Mors	80h14m59.4
9	Camille Jenatzy	Mors	166h06m03.0

Did Not Finish

Fernand Charron	Panhard	5 stages
Etienne Giraud	Bollée	4 stages
Avis	Bollée	3 stages
Georges Richard	Richard	3 stages
Jamin	Bollée	2 stages
Antony	Mors	1 stage
Broc	Mors	1 stage
Lefebvre	Bollide	1 stage
Leys	Panhard	0 stages
Flash (Dr. Lehwess)	Vallée	0 stages

Voiturette ranking

1	Fernand Gabriel	Decauville
2	Leon Théry	Decauville
3	Ullmann	Decauville

N.B.
1) Race named in retrospect the IV Grand Prix de l'A.C.F.
2) 3 classes, 19 cars, 4 voiturettes and 25 cycles.
3) Stage winners

1	*Champigny-Nancy*	*René De Knyff*	*Panhard*
2	*Nancy-Ambérieu*	*René De Knyff*	*Panhard*
3	*Aix les Bains-Vichy*	*Fernand Charron*	*Panhard*
4	*Vichy-Perigueux*	*René De Knyff*	*Panhard*
5	*Perigueux-Nantes*	*Chasseloup Laubat*	*Panhard*
6	*Nantes-Cabourg*	*Levegh*	*Mors*
7	*Cabourg-Saint Germain*	*René De Knyff*	*Panhard*

Innsbruck-Munich

23 July 1899

1	Eugène de Dietrich	De Dietrich 16 hp

Lyon-Vals

30 July 1899 – 175 km

1	Lara	Benz	3h58m10

Paris-Saint Malo

30 July 1899 - 371.75 km

1	Antony	Mors	7h32m00s, 49.35 kph
2	Levegh (Alfred Velghe)	Mors	7h40m30
3	Hénon	Panhard	8h32m00
4	George Heath	Panhard	8h35m00
5	Flash (Dr. Lehwess)	Vallée	8h51m00
6	Champrobert	Bolide	9h56m00
7	Camille Jenatzy	Mors	10h06m30
8	Huguet	Peugeot	10h11m00
9	Hachette	Panhard	10h38m00
10	Ravel	Peugeot	11h28m00
11	De Lucenski	Panhard	11h51m00

Did Not Finish

	Broc	Mors
	+ 1 other car	

Voiturette ranking

1	Paul Rivière	10h44m30
2	Doriot	12h17m00
3	Diligeon	13h44m00

N.B.
1) 9 voiturettes did not finish.
2) 3 classes, 13 cars, 12 voiturettes, 64 tricycles (6 finished).

Piacenza-Cremona-Borgo-Piacenza

15 August 1899 - 100 km

1	Luigi Storero	Phénix	2h27m00	*tricycle*
2	Emile Laporte	Orio-Marchand Voiturette	3h01m00	
3	Guido Sanguinetti	Prinetti-Stucchi Quadricycle	3h18m00	

Paris-Trouville

27 August 1899 - 168 km

1	Antony	Mors	2h58m30, 56.47 kph
2	Teste		
3	Hénon	Panhard-Levassor	

N.B. - was a handicap race for cars, motorcycles, bicycles, horses and pedestrians! Race was won by a horse, but only the cars are listed above. On the same day, the voiturette race "Coupe des Chauffeurs Amateurs" was held, won by Louis Renault in a Renault.

Paris-Ostende

1 September 1899 - 323.5 km

1	Leonce Girardot	Panhard	6h11m, 52.32 kph
=	Levegh (Alfred Velghe)	Mors	6h11m
3	Georges Lemâitre	Peugeot	6h32m

4	Fernand Charron	Panhard	6h39m
5	Camille Jenatzy	Mors	6h40m
6	Broc	Mors	6h54m
7	Flash (Dr. Lehwess)	Vallée	7h47m
8	Perrot	Mors	8h30m
9	Louis Renault	Renault	9h31m *voiturette*
10	Doriot	Peugeot	10h53m *voiturette*

Did Not Finish

	Georges	Peugeot

Brescia-Cremona-Mantua-Verona-Brescia

11 September 1899 - 223 km

1	Giuseppe Alberti	Mors	5h02m38, 44.212 kph
2	Virginio Benedetti	Prinetti-Stucchi Quadricycle	5h13m58
3	Toussaint	Mors	5h25m31
4	Gian Oberto Gulinelli	Prinetti-Stucchi Quadricycle	6h32m02
5	Guglielmo Bressi	Benz 8 hp	6h39m33
6	Paolo Meda	Benz	8h07m35
7	Curzio Aspergi	Prinetti-Stucchi Quadricycle	8h21m53
8	E. Castelfranco	Orio-Marchand	9h05m00
9	Ettore Talé	? (quadricycle)	9h22m00
10	Alfredo Glisenti	? (quadricycle)	10h36m00

Tricycles

1	Luigi Storero	De Dion-Bouton	4h41m19, 47.568 kph
3	Ettore Bugatti		

N.B.
1) 26 starters, 17 classified.

Paris-Boulogne

17 September 1899 - 231.5 km

1	Leonce Girardot	Panhard	4h17m44s, 53.89 kph
2	Levegh (Alfred Velghe)	Mors	4h19m20
3	Broc	Mors	4h32m20
4	Charles Rolls	Panhard	6h11m30
5	Lieuliette		7h09m04 *voiturette*
6	Lefèvre		7h33m15 *voiturette*

Bergamo-Treviglio-Crema-Bergamo

20 September 1899 - 92 km

1	Camillo Martinoni	Prinetti-Stucchi Vetturette	2h46m00, 33.253 kph
2	Pagani	Orio-Marchand	4h05m00
3	Alfredo Lechi	De Dion-Bouton (heavy car)	4h12m00
4	Giuseppe Ruini	Orio-Marchand	4h17m00
5	Bartolomeo Orio	Orio-Marchand	5h22m00
6	Giuseppe Tamagni	? (heavy car)	5h33m00
7	Pinelli	? (heavy car)	5h47m00
8	Guido Sanguinetti	? (heavy car)	5h59m00

Tricycles

1	"Fulton" (Robert Walker)	Prinetti-Stucchi	2h40m32, 34.395 kph

N.B.
1) 13 starters, 11 claissifed (inc. 2 further tricycles)

Berlin-Leipzig

20 September 1899

1 F.Held/Richard Benz	Benz 12 hp	

Bordeaux-Biarritz

1 October 1899 - 262.5 km

1 Levegh (Alfred Velghe)	Mors	4h24m00s, 59.66 kph	
2 Antony	Mors	4h31m30	
3 Petit	Peugeot	4h53m08	
4 A. Koechlin	Peugeot	5h19m02	
5 Broc	Mors	5h32m20	
6 Georges	Peugeot	5h38m00	
7 Ravenez	Decauville	6h23m00	*voiturette*

Campionato Italiano di Resistenza

30 October 1899 - Treviso-Oderzo-Codogné-Conegliano-Treviso: 80 km

1 Andrea Antonini	Benz	2h28m00, 32.432 kph	*car*
2 Emile Laporte	Orio-Marchand	2h32m00	*voiturette*
3 Edoardo Corinaldi	Bernardi	2h39m30	
4 Giacomo Miari	Bernardi	3h09m00	

Did Not Finish

Nicola Braida		*car*
Agostino Tozzi		*car*
Francesco Carnera		*car*
Alessandro Rossi	Bernardi	*voiturette*
"S.F."		*voiturette*

N.B.
1) 4 starters in the car class, 5 starters in the voiturette class.
2) 1 car classified, 3 voiturettes.

1900

Course du Catalogue

18 February 1900

1	Léonce Girardot	Panhard

Circuit du Sud Ouest

25 February 1900 - Pau: 337 km

1	29	René De Knyff	Panhard	4h46m57s	
2	31	Comte Bozon de Perigord	Panhard	5h33m52	
3		Marcellin	Buchet	5h47m14	*motor cycle*
4	30	Gilles Hourgières	Panhard	5h51m02	
5	33	Pascault	Peugeot	6h02m41	
6	35	Leonce Girardot	Panhard	6h05m55	
7		De Lisle	-	6h21m05	*motor cycle*
8		Osmont	de Dion	6h52m02	*motor cycle*
9	32	Claude Loraine Barrow	Panhard	7h10m29	
10	28	Etienne/François Giraud	Bollée	7h31m00	

Retirements

34	Fernand Charron	Panhard
36	Valton	Mors

N.B.
Route: Pau-Tarbes-Riscles-Saint Sever-Dax-Majendie-Bayonne-Peyrehorade-Orthez-Pau

Coupe des Voiturettes

11 March 1900 - 220 km

1	20	Leon Théry	Decauville	4h51m04,45 kph	heavy water
2	36	Henri Tarte	Clement-de Dion-Bouton	5h46m55	light air
3	15	Ravenez	Decauville	5h56m47	heavy water
4	24	Doriot	Peugeot	5h58m51	heavy water
5	14	Ullmann	Decauville	6h18m11	heavy water
6	22	Creux	Peugeot	6h22m51	heavy water
7	17	Delantre	Hurtu	6h26m12	heavy water
8	25	Georges Richard	Georges Richard	6h38m55	heavy water
9	44	Osmont	Phebus Aster	7h17m08	light air
10	21	Paul Louis	De Riancey	7h28m04	heavy water
11	2	Camus	de Dion-Bouton	7h36m50	light water
12	51	Delisle	Rouxel Soncin	7h40m00	light air
13	12	Hugot	de Dion-Bouton	7h45m02	heavy water
=	31	Schrader	Corre de Dion-Bouton	7h45m02	light air
15	52	Emile	Soc.Parisienne deDion-B.	8h03m38	light air
16	68	Lefevre	Darracq Leon Bollee	8h09m00	heavy air
17	23	Teneau	Peugeot	8h16m51	heavy water
18	50	Demester	Gladiator Aster	9h14m00	light air
19	40	Georges Richard II	George Richard	9h56m00	light air
20	18	Klaus	Klaus	10h14m12	heavy water

N.B.
1) 2 Classes of cars: (a) 'air-cooled motors' and (b) 'water-cooled motors' - these were further subdivided into weight categories (<250kgs and 250-500 kgs).
2) 57 entries, 35 starters (4 light water cooled, 14 heavy water cooled, 11 light air-cooled, 6 heavy air-cooled).
3) Light cars set off at 8.34am, heavy cars at 9.00am.

Nice-Marseilles-Nice

26 March 1900 - Nice-Marseille-Nice: 202 km

1	16	René De Knyff	Panhard	3h25m30s
2	19	Gilles Hourgieres	Panhard	3h32m01
3	4	Fernand Charron	Panhard	3h33m00
4	30	Pinson	Panhard	3h44m32
5	22	"Levegh" (Alfred Velghe)	Mors	3h49m37
6	26	Comte Bozon de Perigord	de Dietrich	3h52m47
7	5	Leonce Girardot	Panhard	3h52m53
8	53	A. Koechlin	Peugeot	3h59m35
9	48	Laboure	Benz	4h51m32
10	6	Mercedes (Emil Jellinek?)	Mercedes	4h52m49

Retirements:

		Prince Lubecki	Mercedes	broke 2 wheels
	24	Edgar Braun	Mercedes	ran into ditch

N.B.
1) Was originally scheduled to return to Nice from Marseille, but it started to rain. The competitors refused to start the return leg because of the road conditions which were already dangerously enough when dry.

Turin-Pinerolo-Saluzzo-Cuneo-Racconigi-Turin

23 April 1900 - Turin-Pinerolo-Saluzzo-Cuneo-Racconigi-Turin: 130 km

1	Cuchelet	Peugeot 20 hp Voiturette	2h08m47s
2	J.Marcellin	Buchet 7 hp Quadricycle	2h17m54s
3	Paul Chauchard	Panhard 8 hp	2h41m20s
4	Luigi Storero	Phénix Vetturette	2h55m25s
5	Clérissy	Peugeot 5 hp Voiturette	3h06m45s
6	Eugène Brunetta d'Usseux	Panhard 6 hp	3h31m35s
7	Gondoin	Peugeot 7.5 hp	3h33m30s
8	"Iris"	Cook-FIAT 3 hp Vetturette	3h44m10s
9	Emile Laporte	Marchand 4 hp Voiturette	4h32m00s
-	Federico Della Ferrera ("Robur")	FIAT 6 hp Vetturette	DSQ - changing course

Tricycles

1	L.Gasté	Perfecta	1h59m55, 64.489 kph

N.B.
1) 18 starters, 14 classified (the four others classified were tricycles).

Turin-Asti Race

28 April 1900 - Turin-Asti: 48 km

1	Felice Nazzaro	FIAT 6 hp	1h00m37s
2	Paul Chauchard	Panhard 8 hp	1h02m17s
3	Eugène Brunetta d'Usseux	Panhard 8 hp	1h19m02s
4	Edoardo Marnier	Perfecta Quadricycle	1h30m22s
5	Gregorio Vercellone	De Dion-Bouton Voiturette	1h35m39s
6	Guido Poggio	De Dion-Bouton Voiturette	1h39m41s
7	Giuseppe Ruini	Eadie Quadricycle	1h53m31s

Tricycles

1	L.Gasté	Perfecta	0h52m12s, 55.172 kph

N.B.
1) 17 starters, 17 classified.

Mannheim-Pforzheim-Mannheim

13 May 1900

1	Fritz Held	Benz

Criterium des Voiturettes

17 May 1900 – 100 km, 2 laps

Voiturettes 250-400 kg

1	Cottereau	399 kg	1h44m57.6
2	Théry	392 kg	1h50m18.6
3	Chabrière	398 kg	2h09m32.0
4	Mercier	370 kg	2h21m00.6
5	Echalié	260 kg	2h27m14.6
6	L.Ravenez	380 kg	2h28m41.0
7	Fernandez	309 kg	2h34m20.0
8	Ullmann	316 kg	2h41m24.2
9	Van Berendonck	284 kg	2h41m33
10	de la Roëre	293 kg	3h06m
R	?		
R	?		

Voiturettes less than 250 kg

1	Tart	195 kg	2h12m31.0
2	Marcel Renault	250 kg	2h16m36.2
3	Demester	248 kg	2h20m52.6
4	Louis Renault	250 kg	2h24m47
5	Georges Richard	237 kg	3h27m
6	Maudiquet	246 kg	4h06m
R	?		

Race was organised by Paris "Vélo" over a course which ran from Etampes-Ablis-Etampes. Van Berendonck was delayed 39 minutes due to a puncture.

Este-Montagnana-Este Race

23 May 1900 - Este-Montagnana-Este: 32 km

1	Pavan	De Dion-Bouton	0h46m03s, 41.693 kph
2	Edoardo Corinaldi	Mors	0h52m02s
3	Guidoi Ehrenfreund	Bernardi	0h56m03s

Bologna-Corticella-Poggio Renatico-Malalbergo-Bologna Race

28 May 1900 - Bologna-Corticella-Poggio Renatico-Malalbergo-Bologna: 75 km

1	Gian Oberto Gulinelli	Prinetti-Stucchi Quadricycle	1h29m00s
2	Lorenzo Ginori	Bolide	1h46m00s
3	Luigi Storero	Phénix Vetturette	1h54m00s
4	Virginio Benedetti	Prinetti-Stucchi Vetturette	1h59m00s
5	Giovanni Agnelli	FIAT	2h04m00s

Tricycles

1	Ettore Bugatti	Prinetti-Stucchi	1h14m52, 60.106 kph

Salzburg-Linz-Vienna

1-2 June 1900

1	Richard von Stern	Daimler 24 hp

Bordeaux-Perigueux-Bordeaux

3-4 June 1900 - Bordeaux: 318 km

1		"Levegh" (Alfred Velghe)	Mors	4h04m45s
2	18	Etienne/Francois Giraud	Panhard	4h12m36
3		Bostwick	Panhard	4h20m06
4		Farman (Henri or Maurice)	Mors	4h44m07
5		Secrestat	Panhard	5h23m34
6		Claude Loraine Barrow	Panhard	6h08m54
7	1	Versein	Schaudel	6h38m55
8		Champrodent	Bolide	8h31m23

Retirements:

Duluc	-
Jamin	-

N.B. - Stagewinners

1	*Bordeaux-Perigueux*	*116 km*	*'Levegh'*	*Mors*
2	*Perigueux-Bordeaux*	*202 km*	*'Levegh'*	*Mors*

Paris-Lyons

14 June 1900 - 565 km

Also known as the Coupe Internationale. I Gordon Bennett Race.

Results

1	5	Fernand Charron	Panhard 40	9h09m00, 61.11kph/38.60mph
2	7	Leonce Girardot	Panhard 49	10h36m23

Retirements

2	Camille Jenatzy	Snoek-Bolide	Gien : several troubles
1	Rene de Knyff	Panhard 40	Orleans: gearbox
4	Alexander Winton	Winton	Orleans: buckled wheel

Did not start:

3	Eugen Benz	Benz
6	Anthony Riker	Winton

N.B.
1) "Levegh" also started the race and finished 2nd, although he was not part of the competition.
2) Route: Paris-Grille to Picardie-Grille to Buc-Limours-Chateaulin-Orléans-Gien-Nevers-Moulins-Roanne-Lyon.
3) Race leaders: Paris-Limours : Girardot.
Limours-Chateaulin: Charron.
Chateaulin-Orléans: Girardot
Orléans-Lyon : Charron

The race seems to have been dominated by the racers hitting animals on the route. Jenatzy hit several small animals before retiring, Charron suffered a bent rear axle before hitting a large St.Bernard dog at speed, disappearing off the road between two trees, rejoining the road further down the course between two more trees. Girardot hit a horse and damaged his steering, but was able to continue.
As this was a nation against nation contest, national colours were instigated. France was blue, Germany was white, America was red, and Belgium was yellow. These colours changed over time, the most obvious being red, which became the colour of Italy.

Criterium de Provence

1 July 1900 – Salon-Arles-Salon: 100 km

Cars

1	Camille Jenatzy	Bolide	1h20m15.2
2	Cuchelet		1h33m15.2
3	Vagliano		1h39m15.6

de Farconnet
de Fabrègas
"Levegh" (Alfred Velghe)
Antony
G.Richard

Voiturettes

1	Camus	1h58m03.2
2	Hachel	2h43m09.6
3	Chevalier	2h54m00.4
4	Montel	
5	Henri Félix	
	Baratier	
	De la Mothe	
	Marcellin	
	Haymil	
	Melinski	

Padua-Vicenza-Bassano-Treviso-Padua Race

1 July 1900 - Padua-Vicenza-Bassano-Treviso-Padua: 220

1	Vincenzo Lancia	FIAT 6 hp	4h39m08s, 47.272 kph
2	Garib Coltelletti	Panhard 8 hp	4h52m10s
3	Ettore Bugatti	Prinetti-Stucchi Quadricycle	4h55m34s
4	Felice Nazzaro	FIAT 6 hp	4h53m17s
5	Giuseppe Ricordi	Ricordi-Benz	5h31m35s
6	Massimo Ricordi	Benz	5h55m44s
7	Guido Adami	Mors 6 hp	6h11m52s
8	Camillo Monti	Prinetti-Stucchi Quadricycle	7h16m57s

N.B.
1) 26 starters, 17 classified

Strassburg-Kehl-Dinglingen-Kappol-Rheinau-Boozheim-Strassburg

22 July 1900 – 90 km

Racing Cars

1	Baron de Turckheim	Bollée	1h28m

Heavy Cars

1	Schutzenberger	Bollée	2h12m

Light Cars

1	E.Kraeutler	Peugeot	1h44m

Motorcycles

1	Dublon	Benz	2h09m

N.B. – 22 starters in four classes

Paris-Toulouse-Paris Trail

25,27-28 July 1900 - Paris-Toulouse-Paris: 1347 km

Subsequently named V Grand Prix de l'Automobile Club de France

1	6	"Levegh" (Alfred Velghe)	Mors	20h50m09s	
2	13	Pinson	Panhard	22h11m01	
3	2	Carl Voigt	Panhard	22h11m51	
4	4	Etienne/François Giraud	Panhard	22h55m32	
5	29	Georges Teste	de Dion	23h54m01	*motor cycle*
6	75	Antony	Mors	26h46m27	
7	31	Collignon	de Dion	27h28m32	*motor cycle*
8	28	Bardin	de Dion	28h00m26	*motor cycle*
9	25	Gasté	Soncin	30h32m30	*motor cycle*
10	21	Louis Renault	Renault	34h33m38	*voiturette*
11	30	Gleizes	de Dion	36h19m14	*motor cycle*
12	15	Baron de Turkheim	de Dietrich	37h35m36	

13	62	Ravel	Peugeot	41h00m29
14	65	Fournier	de Dion	42h59m19 *motor cycle*
15	27	Eugène Brillié	Gobron-Brillié	43h30m08
16	72	Schrader	Renault-Aster	45h49m35 *voiturette*
17	22	Grus	Renault	57h24m43 *voiturette*
18	58	Durand	Soncin	70h31m40 *motor cycle*
19	5	Gilles Hourgières	Mors	arrived
20	64	Vial	de Dion	arrived *motor cycle*
21	37	Demester	Aster	arrived *motor cycle*

Did Not Finish

Heavy cars (over 400 kg).

1	René De Knyff	Panhard	punctures
3	Leonce Girardot	Panhard	
8	Comte Bozon de Perigord	Panhard	
11	Lefebvre	Bolide	
15	De Lorys	Bolide	
42	Cuchelet	Peugeot	
73	Gaveau	Mors	ran into ditch
74	Huguet	Peugeot	
14	Selwyn Francis Edge	Napier	

Voiturettes (200-400 kg).

20	Marcel Renault	Renault	collided with stones at night
38	Mercier	Gladiator	
51	Jean Corre	Fouillaron	
69	Cottereau	Cottereau	collided with unlit cart at night
70	Camus	Teste-Morin	

Motor cycles.

23	Osmont	Aster
33	Levasseur	de Dion
43	Marcellin	Buchet
44	Jean-Philippe Beconnais	Soncin
35	Joyeux	Soncin
24	Henri Tart	de Dion
26	Bonnard	Werner Bicycle
49	Villemain	Soncin
55	De Lisle	Soncin
63	Caillé	Battaillie
53	Perrault	de Dion
36	Laurens	Soncin
54	Battaillie	Aster
56	Clement	Ardent

N.B.
1) Competitors started with intervals of 2 minutes.
2) Stage winners

1	*Montgeron-Toulouse*	*'Levegh'*	*Mors*
2/3	*Toulouse-Limoges-Montgeron*	*Pinson*	*Panhard*

Frankfurt Circuit Race

29 July 1900 - Oberforsthaus

1	Richard Benz	Benz 16 hp

Berlin-Aachen

30 August-2 September 1900 – 428.7 miles

1	Kraeutler	Peugeot

The name of Aachen in French is Aix-La-Chapelle, hence the race was referred to in some quarters as Berlin to Aix-La-Chapelle. Kraeutler was the fastest automobile, although Gleizes on a Cudell tricycle completed the course in a time which was faster by two hours.

Brescia-Cremona-Mantua-Verona-Brescia Race

10 September 1900 - Brescia-Cremona-Mantua-Verona-Brescia: 223 km

1	Alberto Franchetti	Panhard 12 hp	4h08m03s, 53.873 kph
2	Vincenzo Lancia	FIAT 6 hp	5h07m33s
3	Ettore Nagliati	De Dion-Bouton Vetturette	5h51m36s
4	Giuseppe Fraschini	Renault 3 hp Voiturette	5h51m42s
5	Cesare Isotta	Renault 5 hp Voiturette	5h55m06s
6	Ugobaldo Tonietti	Panhard 8 hp	6h12m03.5
7	Camillo Monti	Prinetti-Stucchi Quadricycle	6h15m55s
NC	Marchand	Marchand-Dufaux	6h33m09s
8	Virginio Benedetti	Benedetti-Prinetti Quadricycle	6h57m11s
NC	Emile Laporte	Marchand-Dufaux	8h50m12s

Tricycles

1	Soncin	Soncin	3h52m38s, 57.515 kph

Motorcycles

? Carlo Maserati

N.B.
1) 32 starters, 13 classified.

Westend Trabrennbahn

13 October 1900 – Berlin

1	Hewald	Wartburg	*Voiturette*

Paris-Rouen

4 November 1900 – Alcohol race: 130 km

1	Etienne Giraud	Panhard or Bollée	2h15m00

1901

Circuit du Sud-Ouest - Grand Prix de Pau

17 February 1901 - Pau: 332 km

1		Maurice Farman	Panhard	4h28m10s	
2		Henri Farman	Darracq	5h24m19s	*light car*
3	51	Leonce Girardot	Panhard	5h44m00s	
4		J. Edmond	Darracq	5h55m40s	*light car*
5		Louis Renault	Renault	6h25m10s	*voiturette*
6		Oury	Renault	8h07m00s	*voiturette*

Did not finish

43	Thorn	Mercedes	
42	Claude Loraine Barrow	Mercedes	clutch

Nice-Salon-Nice

25 March 1901 - Nice-Salon-Nice: 392 km

1	5	Christian Werner	Mercedes	6h45m58s	
2	74	Demester	Gladiator	6h54m56s	*motor cycle*
3	33	Gleizes	de Dion	7h11m41s	*motor cycle*
4	20	Degrais	Rochet-Schneider	7h11m58s	
5	16	Baron Pierre de Caters	Mors	7h14m05s	
6	19	Schneider	Rochet-Schneider	7h21m54s	
7	52	Osmont	de Dion	7h24m14s	*motor cycle*
8	4	Claude Loraine Barrow	Mercedes	7h24m40s	
9	1	Paul Chauchard	Panhard	7h33m59s	
10	51	Pierre Bardin	de Dion	7h43m25s	*motor cycle*
11	43	Henri Farman	Darracq	8h08m35s	*voiturette*
12	44	J. Edmond	Darracq	8h08m41s	*voiturette*
13	10	Marge	Rochet-Schneider	8h25m01s	
14	6	Phil Stead	Panhard	8h49m50s	
15	42	Marcellin	Darracq	9h05m45s	*voiturette*

Did not finish

3	Georges Lemâitre	Mercedes	
17	Pinson	Panhard	
55	Audibert	Audibert-Lavirotte	
56	Lavirotte	Audibert-Lavirotte	
25	Paul Baras	Darracq	*voiturette*
57	Pinaud	Boyer	*voiturette*
30	Henri Beconnais	Liberator	*motor cycle*
18	Gaste	Liberator	*motor cycle*

Giro d'Italia

27 April 1901 - 12 May 1901: 1642 km

1	Felice Nazzaro	FIAT 4 cyl 3.8L	26.7mph
2	Caltellotti	Panhard 40hp	
	Biscaretti	FIAT 12 hp	
	Agnelli	FIAT 8 hp	
	Bianchi	FIAT 8 hp	

N.B.
1) Route:
Torino - Alessandria - Genova - Chiavari - Spezia - Pisa - Firenze - Siena - Grosseto - Civitavecchia - Roma - Terni - Perugia - Gubbio - Rimini - Faenza - Bologna - Padova - Brescia - Milano
2) 32 participants

Mannheim-Pforzheim-Mannheim

12 May 1901

1	Willy Tischbein	de Dietrich

Paris-Bordeaux Trail

29 May 1901 - Paris-Bordeaux: 527.1 km

Including the II Gordon Bennett Race (also known as Coupe Internationale)

1	18	Henri Fournier	Mors	6h10m44s	
2	31	Maurice Farman	Panhard	6h41m15s	
3	13	Carl Voigt	Panhard	7h15m11s	
4	30	Pinson	Panhard	7h45m51s	
5	14	Axt	Panhard	7h46m17s	
6	12	Etienne/François Giraud	Panhard	8h08m48s	*light car*
7	91	Henri Farman	Panhard	8h16m50s	
8	17	Gilles Hourgières	Mors	8h36m39s	
9	32	Paul Baras	Darracq	8h41m05s	*light car*
10	7	Léonce Girardot	Panhard	8h50m59s	*1st in Gordon Bennett*
11	89	Baron Pierre de Crawhez	Panhard	8h56m34s	
12	55	Louis Renault	Renault	9h31m27s	*voiturette*
13	56	Marcel Renault	Renault	9h39m14s	*voiturette*
14	35	J. Edmond	Darracq	10h24m04s	*light car*
15	39	Henri Beconnais	Darracq	10h40m25s	*light car*
16	58	Oury	Renault	10h43m58s	*voiturette*
17	57	Grus	Renault	10h53m41s	*voiturette*
18	23	Léon Théry	Decauville	11h00m42s	*light car*
19	73	G. Berteaux	Panhard	11h09m39s	*light car*
20	93	Sanz	Boyer	11h11m26s	*light car*
21	53	Lefebvre	Bolide	11h41m50s	
22	38	Rudeaux	Darracq	11h48m58s	*light car*
23	85	Franz Uhlmann	Decauville	12h17m20s	*light car*
24	21	Filtz	Turgan-Foy	13h56m59s	*light car*
25	24	Chabrières	Decauville	14h04m46s	*light car*
26	42	Lot	Liberia	15h51m04s	*voiturette*

Did not finish:

Heavy Cars					
	1	Fernand Charron	Panhard 40	Tyres	*Gordon Bennett Entrant*
	5	"Levegh" (Alfred Velghe)	Mors Z	Crash damage	*Gordon Bennett Entrant*
DNS	3	Selwyn Francis Edge	Napier 50	Tyre trouble	*Gordon Bennett Entrant*
	19	Baron Pierre de Caters	Mors		
	22	Baron de Turkheim	de Dietrich		
	54	Thorn	Mercedes		
	72	Foxhall Keene	Mercedes		
	90	Leys	Panhard		
	95	Godard-Desmarest	Mors		
Light Cars					
	20	Turgan	Turgan-Foy		
	36	Marcellin	Darracq		
	50	Audineau	C.G.V.		
	59	Brierre	Cottereau		
	71	Cottereau	Cottereau		
	60	Legras	Boyer		
	61	Pinaud	Boyer		
Voiturettes					
	43	Gastellier	Hanzer		
	44	Hanzer	Hanzer		
	46	De Boisse	de Boisse		
	84	Jean Corre	Corre		
	94	Frelat	Gladiator		

Paris-Berlin Trail

27-29 June 1901 - Paris-Berlin: 1105 km

Subsequently named VI Grand Prix de l'A.C.F.

1	4	Henri Fournier	Mors	15h33m06s	
2	6	Leonce Girardot	Panhard	16h38m38s	
3	7	René de Knyff	Panhard	16h40m02s	
4	163	Brasier	Mors	17h14m35s	
5	112	Henri Farman	Panhard	17h46m06s	
6	5	Fernand Charron	Panhard	18h20m57s	
7	16	Axt	Panhard	18h29m32s	
8	104	Louis Renault	Renault	18h37m23s	*voiturette*
9	126	Osmont	de Dion	18h50m10s	*motor cycle*
10	13	Charles Jarrott	Panhard	19h00m59s	
11	8	Paul Chauchard	Panhard	19h05m10s	
12	2	Gilles Hourgières	Mors	19h05m15s	
13	14	George Heath	Panhard	19h08m05s	
14	1	Etienne/François Giraud	Panhard	19h18m14s	*light car*
15	19	Carl Voigt	Panhard	20h12m29s	
16	127	Bardeau	de Dion	20h35m29s	*motor cycle*
17	15	Leys	Panhard	21h01m42s	
18	39	Wilhelm Werner	Mercedes	21h29m49s	
19	158	Carel Van der Heyden	Panhard	21h39m33s	
20	18	Adolphe Clément	Panhard	21h53m38s	
21	34	Cormier	de Dion	21h58m24s	*motor cycle*
22	102	G. Berteaux	Panhard	22h03m09s	*light car*
23	149	Georges Teste	Panhard	22h03m41s	*light car*
24	131	Pierre Bardin	de Dion	22h11m16s	*motor cycle*
25	80	Sincholle	Darracq	22h13m08s	*light car*
26	106	Grus	Renault	22h28m33s	*voiturette*
27	76	J. Edmond	Darracq	23h04m29s	*light car*
28	40	George Lemaître	Mercedes	23h09m53s	
29	33	Charles Rolls	Mors	24h12m18s	
30	139	Kraeutler	Peugeot	24h38m55s	*light car*
31	68	Albert Roland	Gobron-Brillié	24h41m26s	*light car*
32	135	Gondoin	Panhard	25h15m30s	*light car*
33	122	Madame Camille du Gast	Panhard	25h30m23s	
34	46	Mercy	Gladiator	25h20m12s	*light car*
35	151	Philippe Dernier	Gobron-Brillié	27h15m52s	*light car*
36	87	Eugène Brillié	Naucéenne	28h44m45s	
37	154	Morin	Corre	29h00m04s	*voiturette*
38	157	Jean Marie de Crawhez	Pipe	29h06m11s	
39	48	Haban	Nesseldorf	30h39m53s	*light car*
40	51	Collin	Sirène	33h25m50s	*light car*
41	109	Merville	Renault	34h40m35s	*voiturette*
42	108	Lamy	Renault	36h01m18s	*voiturette*
43	89	Louis Rigolly	Gobron-Brillié	36h11m21s	*light car*
44	161	De Lisle	Darracq	37h39m49s	*voiturette*
45	137	Peschard	Pieper	38h04m50s	*light car*
46	25	Turgan	Turgan-Foy	38h53m00s	*light car*
47	28	Baron de Turkheim	de Dietrich	40h09m03s	

Did not finish

Heavy Cars (Over 650 Kg)

21	Baron Pierre de Crawhez	Panhard	2 stages
162	Antony	Mors	2 stages
143	Foxhall Keene	Mors	2 stages
12	Maurice Farman	Panhard	2 stages
38	Degrais	Mercedes	2 stages
9	Pinson	Panhard	1 stage
17	Comte Bozon de Perigord	Panhard	1 stage
83	Desmarest	Mors	1 stage
47	Barbereau	Serpollet (steam)	1 stage
30	Léon Serpollet	Serpollet (steam)	1 stage
113	Martha	de Dietrich	1 stage
10	Loysel	Panhard	
27	Selwyn Francis Edge	Napier	
36	Fabvier	Otto	
54	Moulin	Thorn and Hogan	
63	Gaetan De Knyff	Panhard	
91	Varlet	Delahaye	
150	Noirel	de Dietrich	

165	Robin	Panhard	

Light Cars (650 kg)

75	Ribeyrolles	Darracq	2 stages
44	Mercier	Gladiator	2 stages
56	Page	Decauville	2 stages
78	Fernand Gabriel	Darracq	1 stage
77	Marcellin	Darracq	1 stage
171	Paris	Cottereau	1 stage
148	E. Lemaître	Darracq	1 stage
145	Marbais	Darracq	1 stage
159	Jacques Deschamps	Deschamps	1 stage
71	Nicolai	de Dietrich	1 stage
95	Marius Barbarou	Clement	1 stage
26	Filtz	Turgan-Foy	1 stage
45	Demester	Gladiator	
52	Chevrein	Sirène	
58	Jouanneau	Decauville	
64	Legras	Boyer	
67	Plum	Cudell	
72	De Cosmos	F.N.	
73	Van Marcke	F.N.	
79	Vasseur	Darracq	
81	Brauda	Darracq	
94	Domptet	Clement	
111	Cottereau	Cottereau	
114	Ponton d'Amécourt	Nancéenne	
117	Audineau	C.G.V.	
119	Franz Kirchheim	Eisenach	
123	Henri Béconnais	Béconnais	
138	A. Koechlin	Peugeot	
146	Mazurier	Liberia	

Voiturettes (up to 400 kg)

107	Oury	Renault	2 stages
103	Marc Jeannin	A.A.G.	2 stages
105	Marcel Renault	Renault	1 stage
120	K. Bereis	Eisenach	1 stage
167	Faure	Liberia	1 stage
125		de Boisse	
124	Duport	Liberia	
88	Jean Corre	Corre	

Motor Cycles

130	Lazon	de Dion	2 stages
133	Paul Rivière	Werner	1 stage
49	Labbé	Korn	1 stage
43	Léon Derny	Chapelle (bicycle)	
168	Topf	Laurin-Klement	
170	Podsenick	Laurin-Klement	

N.B.
Stage winners

1	*Paris-Aachen*	*Henri Fournier*	*Mors*
2	*Aachen-Hannover*	*Antony*	*Mors*
3	*Hannover-Berlin*	*Fernand Charron*	*Panhard*

Brasier hit and killed a 12 year old child in Reims on the 27th July.

Coppa Italia

30 June 1901 - Padua: 300 km (75 km x 4 laps)

1	Guido Adami	Panhard 16 hp	5h10m00s, 58.065 kph
2	Ugobaldo Tonietti	Panhard 30 hp	5h42m30s
3	Bourbon del Monte	Panhard 8 hp	6h15m00s
4	Giuseppe Alberti	Canello-Dürkopp 16 hp	7h20m00s
5	Felice Leumann	Darracq 3 hp Voiturette	7h56m00s
6	Guido Ehrenfreund	FIAT 6 hp	8h20m00s
7	Ernesto Wehreim	Darracq 7 hp Voiturette	9h03m00s

Not Classified

Cesare Isotta	Renault 5 hp Voiturette	2 laps
	Bernardi 5hp Vetturette	2 laps

	Bernardi 5hp Vetturette	2 laps
Vincenzo Fraschini	Isotta-Fraschini 12 hp	1 lap
Carlo Menon	Menon 5 hp Vetturette	1 lap
Bresso	Rosselli 2 hp Vetturette	1 lap
Manfredini	Prinetti-Stucchi 5 hp Vetturette	0 laps

N.B.
1) 18 starters, 8 classified.
2) Other 4 starters consisted of 2 motorcycles & 2 tricycles.

Piombino-Grosseto

24 August 1901 - Piombino-Grosseto: 80 km

1	Felice Nazzaro	FIAT 12 hp	1h49m34s, 43.657 kph
2	Ernesto Wehreim	Darracq 12 hp Voiturette	2h02m07s
3	Ugobaldo Tonietti	Panhard 32 hp	2h06m09s
4	Serafini	Panhard 12 hp	2h08m57s
5	Guido Trieste	Florentia 8 hp Voiturette	2h12m03s
6	Ettore Nagliati	De Dion-Bouton 5 hp Voiturette	2h47m23s
7	?	tricycle	

Ostende Meeting

3 September 1901

1	Pierre de Caters	Mors 24 hp

1902

Circuit du Nord - Paris-Arras-Paris

15-16 May 1902 - Paris-Arras-Paris: 864.35 km

1	2	Maurice Farman	Panhard	11h58m51s	
2	10	Marcellin	Darracq	13h02m22s	*light car*
3	3	Charles Jarrott	Panhard	13h04m12s	
4	7	Henri Farman	Panhard	14h13m36s	*light car*
5	48	Grus	Renault	15h00m34s	*voiturette*
6	73	Rutishauser	Serpollet	16h02m54s	
7	49	Oury	Renault	16h15m20s	*voiturette*
8	30	Louis-Emile Rigolly	Gobron Brillié	16h32m34s	*light car*
9	6	Gondoin	Panhard	16h44m58s	*light car*
10	50	Cormier	Renault	17h17m32s	*voiturette*
11	66	Marius Barbarou	Clement	17h44m51s	*voiturette*
12	77	Cozic	Déchamps	18h31m29s	*light car*
13	75	Hubert le Blon	Serpollet	18h45m45s	
14	65	Henri Tart	Clement	18h49m10s	*light car*
15	73	Chanliaud	Serpollet	18h59m23s	
16	8	Du Cros	Panhard	19h03m19s	*light car*
17	74	Barbereau	Serpollet	19h14m32s	
18	14	Guillaume	Darracq	19h28m36s	*voiturette*
19	58	Jean Corre	Corre	31h35m00s	*voiturette*

Drivers who completed stage one but did not finish stage two.
Drivers listed in order of finish 1st stage (10 cars)

81	Louis Renault	Renault	light car
55	Collin	Darracq	light car
47	Marcel Renault	Renault	voiturette
5	Berteaux	Panhard	light car
23	"De la Touloubre"	Decauville	light car
1	René De Knyff	Panhard	
59	Buchillet	Corre	voiturette
29	Achille Fournier	Bobron Brillié	light car
67	Paul Vonlatum	Clement	voiturette
16	Baron Pierre De Caters	Mors	

Also started but did not finish stage one (17).

4	Georges Teste	Panhard	
53	William K. Vanderbilt	Mercedes	
9	Paul Baras	Darracq	light car
11	Eugene Renaux	Darracq	light car
12	Victor Hemery	Darracq	light car
13	J. Edmond	Darracq	light car
24	De Jailly	Decauville	light car
44	Léon Théry	Decauville	light car
45	Franz Ullmann	Decauville	light car
46	Page	Decauville	light car
88	Marot	Decauville	light car
64	Domptet	Clement	light car
76	Jacques Déchamps	Déchamps	light car
82	Vauthier	Renault	light car
84	Berrué	Gobron Brillié	light car
86	Deckert	Deckert	light car
37	Georges Richard	Georges Richard	voiturette

N.B.
1) Also known as "Alcohol Race", as all cars had to be fuelled with alcohol.
2) Stage winners:

1	*Champigny-Arras*	*383.17*	*Maurice Farman*	*Panhard*	*4:55'05"*
2	*Arras-Saint Germain*	*481.18*	*Maurice Farman*	*Panhard*	*7:03'46"*

3) First race under the new 1000 kg weight limit.

Paris-Vienna Trail

26-29 June 1902 - Paris-Vienna: 990 km

VII Grand Prix de l'A.C.F.

1	147	Marcel Renault	Renault	15h47m43.8	*light car*
2	7	Henri Farman	Panhard	16h00m30.2	
3	38	J. Edmond	Darracq	16h10m16.2	*light car*
4	26	Count Eliot Zborowski	Mercedes	16h13m29.6	
5	6	Maurice Farman	Panhard	16h19m29.4	
6	35	Paul Baras	Darracq	17h04m52.0	*light car*
7	17	Georges Teste	Panhard	17h13m28.8	
8	39	Victor Hemery	Darracq	17h23m38.6	*light car*
9	36	Marcellin	Darracq	17h38m36.2	*light car*
10	9	Pinson	Panhard	18h00m41.4	
11	202	Baron Pierre de Crawhez	Panhard	18h05m20.4	
12	140	P. Chauchard	Panhard	18h16m45.4	
13	50	Henri Tart	Clement	18h26m45.6	*light car*
14	95	G. Berteaux	Panhard	18h28m00.6	*light car*
15*	45	Selwyn Francis Edge	Napier	19h16m21.8	
16	40	Collins	Darracq	19h16m47.6	*light car*
17	195	Marius Barbarou	Clement	19h51m01	*light car*
18	3	Baron Pierre de Caters	Mors	19h54m58.2	
19	167	Guillaume	Darracq	20h04m33	*voiturette*
20	217	Jean Marie de Crawhez	Panhard	20h06m36.4	
21	23	Jacques Déchamps	Déchamps	20h16m25.6	*light car*
22	96	Grus	Renault	20h17m54.4	*voiturette*
23	8	Charles Jarrott	Panhard	20h44m12	
24	63	Philippe Dernier	Gobron Nagant	20h45m57.2	*light car*
25	10	Leys	Panhard	20h51m52.6	
26	90	Augières	Mors	21h17m50.8	
27	85	Weigel	Clement	21h28m37.2	*light car*
28	18	Louis Renault	Renault	21h50m19.4	*light car*
29	70	Louis Rigolly	Gobron-Brillié	22h08m38.8	*light car*
30	197	Sabis Bey	Panhard	22h09m52.2	
31	106	Franz Ullmann	Decauville	22h20m39.2	*light car*
32	81	Chanliaud	Serpollet	22h27m38.2	
33	131	Achille Fournier	Gobron Brillié	22h55m48.4	*light car*
34	104	Mestayer	Decauville	23h08m39.8	*light car*
35	69	Leger	Georges-Richard	23h09m45	*light car*
36	98	Cormier	Renault	23h22m37.4	*voiturette*
37	165	Pirmez	Delahaye	23h42m17	*light car*
38	61	Jean Conrard	Gobron Nagant	23h57m18.2	*light car*
39	156	S. Ribes	Panhard	24h07m22.2	*light car*
40	192	Gavaris	Panhard	24h19m31.2	
41	82	Hubert le Blon	Serpollet	24h20m20	
42	55	Merville	De Dietrich	24h20m53.6	
43	132	A. Koechlin	Gobron Brillié	24h53m54	*light car*
44	184	Rouquette	Peugeot	24h54m43.6	
45		Osmont	de Dion		*tricycle*
46	68	Phil Stead	Georges-Richard	25h32m56.8	*light car*
47	163	Perrin	Delahaye	25h35m29.8	*light car*
48	188	Durand	Corre	25h47m13.4	*voiturette*
49	73	G. Rivierre	Georges-Richard	26h07m33.2	*voiturette*
50	58	Claude Loraine Barrow	De Dietrich	26h12m23	*light car*
51	200	Cozic	Déchamps	26h17m36.6	*light car*
52		Bucquet	Werner		*bicycle*
53	212	Franz Kirchheim	Eisenach	27h13m55.8	*light car*
54	86	Comiot	Clement	27h15m42.4	*light car*
55	145	Berrué	Gobron-Brillié	27h30m17.6	*light car*
56	80	Rutishauser	Serpollet	27h44m51.6	
57	189	Paul Rivière	Déchamps	28h16m35.6	*light car*
58		Labitte	Werner		*bicycle*
59	213	Jacques Guders	Panhard	28h46m43.4	*light car*
60	205	Olliver	Serpollet	28h47m48	
61	100	Lamy	Renault	30h11m48.8	*voiturette*
62	103	"De la Touloubre"	Decauville	30h28m36.2	*light car*
63	72	Richard	Georges-Richard	30h55m06.8	*voiturette*
64	157	Marot	Decauville	31h27m07.4	*light car*
65	187	Buchillet	Corre	32h16m20.2	*voiturette*
66		Krieger	Laurin-Klement		*bicycle*
67		Podesenick	Laurin-Klement		*bicycle*
68	158	Cornilleau	Decauville	35h01m32.6	
69	143	Page	Decauville	35h26m12.8	*light car*

70		Holley	de Dion		*tricycle*
71	194	Paul Vonlatum	Clement	36h58m15.2	*light car*
72	105	Leon Théry	Decauville	37h12m22.4	*light car*
73	161	Passy	Passy-Thellier	44h55m16.8	*voiturette*
74	66	Gaste	Automotrice	45h17m04	*light car*
75	46	Jaqques Salleron	Georges-Richard	45h41m08.6	*light car*
76	199	Legrand	Crouan	46h03m55.6	*light car*
77	135	Simon	Ader	46h21m35.2	*light car*
78	206	Dupont	Liberia	47h10m42.4	*light car*
79	83	Cottard	Serpollet	47h52m31.4	
80	201	Tenearts	Déchamps	58h31m58	*light car*

Did not finish 3rd stage:

	27	Baron De Forest	Mercedes	
	97	Oury	Renault	*voiturette*
	41	Wehrlé	Darracq	*light car*
	77	Axt	Panhard	
	198	Legras	Boyer	

Did not finish 2nd stage:

*	5	René De Knyff	Panhard	
	166	Max	Darracq	*light car*
	13	Etienne/François Giraud	C.G.V.	
	218	Bellamy	Mercedes	
	168	Marbais	Darracq	*voiturette*
	56	Gras	De Dietrich	
	173	Walcker	Chenard & Walcker	
	208	Christian Werner	Mercedes	
	107	William K. Vanderbilt	Mors	
	207	Meyan	De Dietrich	
	33	Fouret	Cottereau	
	44	George Heath	Panhard	
	91	Godard-Desmarets	Mors	
	211	Enke	Eisenach	*voiturette*
*	170	Herbert Austin	Wolseley	

Did not finish 1st stage

*	1	Henri Fournier	Mors	
	2	Fernand Gabriel	Mors	
	4	Foxhall Keene	Mors	
	22	Charles S. Rolls	Mors	
	216	D'Arnaud	Mors	
*	12	Leonce Girardot	C.G.V.	
	13	Cuchelet	Peugeot	
	181	Eugene Renaux	Peugeot	
	16	Fraignac	Mors	*light car*
	84	Domptet	Clement	*light car*
	193	Lefebvre	Clement	*light car*
	21	Gustave Caillois	Peugeot	*light car*
	67	Marnier	Automotrice	*light car*
	134	Valentin	Ader	*light car*
	146	Arthur Duray	Gobron-Brillié	*light car*
	148	Louvet	Renault	*light car*
	162	Gondoin	Panhard	*light car*
	215	Du Cros	Panhard	*light car*
	164	Varlet	Delahaye	*light car*
	190	Ravenez	Decauville	*light car*
	196	Domptet	Clement	*light car*
	155	Rene Hanriot	F.N.	*voiturette*
	172	Vilain	Prunel	*voiturette*
	186	Jean Corre	Corre	*voiturette*

NOTES:

1) Due to the bad road conditions in Switzerland and Austria, the heavier cars were more handicapped than the lighter ones.

*2) Drivers marked with * also drove in III Gordon Bennett Trail, which stopped at Innsbruck. Separate Gordon Bennett Results are given below.*

Max crashed while climbing the Arlburg Pass. He struck a boundary stone, and as his car slid over the edge, the seats separated from the chassis - this left the occupants safe a little way down the mountainside while the car plunged further downwards. Legend also has it that when Derny was careering down a hill out of control on his motorcycle, De La Touloubre (real name Captain Gentry) plucked him safely from his saddle as the bike went past his car.

Paris-Innsbruck

26-28 June 1902 - Paris-Innsbruck: 565.60 km

1	45	Selwyn F.Edge	Napier 50	11h02m52.6m 51.17kph/31.80mph

only one finisher

Retirements

5	René De Knyff	Panhard 70	differential
170	Montague Grahame White	Wolseley 30	crankshaft
1	Henri Fournier	Mors Z	clutch shaft
12	Leonce Girardot	C.G.V.	split fuel tank
171	Arthur Callan	Wolseley 30	

N.B.
1) Only one finisher. Edge was too far behind on time to have any chance of catching up De Knyff. However De Knyff retired 30 miles from the end.
2) Three stages, second stage (Belfort-Bregenz) cancelled. Only De Knyff, Edge and Austin completed first stage.
3) The Race run concurrently with the Paris Vienna Trail:
4) Race also called III Coupe Internationale
5) CGV are the initials of Charron, Girardot & Voigt.

Circuit des Ardennes

31 July 1902 - Bastogne: 512.05 km (85.34 km x 6 laps)

1	32	Charles Jarrott	Panhard 70	5h53m39.6	
2	28	Fernand Gabriel	Mors Z	6h02m45.2	
3	27	William K. Vanderbilt	Mors Z	6h22m11.6	
4	51	Count Eliot Zborowski	Mercedes	6h46m40.2	
5	35	Louis Rigolly	Gobron-Brilli	6h52m16.8	*light car*
6	18	Leonce Girardot	C.G.V.	6h55m55.4	
7	31	George Heath	Panhard 70	6h52m00.6	
8	2	Jacques Guders	Panhard 24	7h01m46.2	*light car*
9	65	J. Edmond	Darracq	7h04m30.6	*light car*
10	75	Durand	Mors Z	7h25m53.4	*light car*
11	72	Berteaux	Panhard 24	7h26m47.8	*light car*
12	54	"De la Touloubre"	Decauville	7h36m38.4	*light car*
13	58	Franz Ullmann	Decauville	7h37m53.4	*light car*
14	29	Augières	Mors Z	7h43m56.2	
15	38	Henri Tart	Clement	7h50m15.0	*light car*
16	40	Marius Barbarou	Clement	7h59m06.6	*light car*
17	37	Perrin	Delahaye 10B	8h00m14.0	*light car*
18	67	Collin	Darracq	8h03m09.8	*light car*
19	36	Comte de Langril	Delahaye 10B	8h04m37.0	*light car*
20	21	Claude Loraine Barrow	de Dietrich	8h09m03.4	
21	4	Evance Coppée	Germain	8h14m03.6	
22	22	Phil Stead	de Dietrich	8h18m26.0	
23	43	Philippe Dernier	Gobron-Nagant	8h58m02.0	*light car*
24	30	Lucien Hautvast	Pipe	9h11m29.2	
25	5	Roerlink Watticamps	Germain	9h15m24.2	
26	59	Page	Decauville	9h26m29.0	*light car*
27	48	Jean Corre	Corre	9h34m39.2	*voiturette*
28	57	Marot	Decauville	10h23m40.0	*light car*
29	41	Paul Vonlatum	Clement	10h23m40.4	*voiturette*
30	44	Jean Conrard	Gobron-Nagant	10h32m15.0	*light car*
31	62	Lura	Prunel	12h12m37.2	*voiturette*
32	15	Ernst Kuhling	Vivinus	12h21m14.2	*voiturette*
33	63	Jean-Jacques Thellier	Passy-Thellier	12h25m26.2	*voiturette*

Did not finish

11	Chisoque	Germain	5 laps	*light car*
60	Dary	Prunel	4	*light car*
70	Carel Van der Heyden	Panhard 24	3	*light car*
55	Metayer	Decauville	3	*light car*
1	Baron Pierre de Crawhez	Panhard 70	2 crash	
69	Jean Marie de Crawhez	Panhard 70	2	
56	Léon Théry	Decauville	2 crash	*light car*

53	Rene Hanriot	Deckert	2		*light car*
49	Durand	Passy-Thellier	2		*voiturette*
12	Camille Jenatzy	Jenatzy	1	crash	
13	Baron Pierre de Caters	Mors Z	1	crash	
61	Vilain	Prunel	1		*voiturette*
17	Fernand Charron	C.G.V.	0	crash	
6	Jacques Dechamps	Dechamps	0		*light car*
34	Albert Roland	Gobron-Brillié	0	crash	*light car*
10	Comte Fernand de Villegas	Belgica	0		*voiturette*

Other entries but did not appear:

Heavy cars

3	Van der Speck	Germain	
13	Jean Marie de Crawhez	Mors Z	drove another car
19	Etienne/François Giraud	C.G.V.	
20		C.G.V.	
23		de Dietrich	
24		de Dietrich	
25		de Dietrich	
26		de Dietrich	
33		Panhard 70	
52		Mercedes	

Light cars

7		Dechamps	
8		Dechamps	
9		Dechamps	
39		Clement	
45		Gobron-Nagant	
46		Gobron-Nagant	
47	Leon Elskamp	Gobron-Nagant	
71		Panhard 20	
66	Paul Baras	Darracq	
68	Karl Guillaume	Darracq	
73	Jean Marie de Crawhez	Germain	drove another car
74		Germain	

Voiturettes

16		Vivinus	
42	Letorel	Clement	
50		Passy-Thellier	
64	Passy	Passy-Thellier	

Race leaders:
Baron Pierre de Crawhez (2), 1-2; Charles Jarrott (4), 3-6.

Although this race took part on a "circuit", in that rather than being a point-to-point race, the competitors did several laps of the same roads, it wasn't a closed circuit, so competitors had to cope with spectators driving their own cars on the route as well.

Circuit of Frankfurt

31 August 1902 – Oberforsthaus

1	Wilhelm Werner	Mercedes-Simplex 40 hp

1903

Paris-Madrid Trail

24 May 1903 - Paris-Madrid: 1014 km

Subsequently named the VIII Grand Prix de l'A.C.F.

1	168	Fernand Gabriel	Mors	5h14m31.2,	65.30 kph
2	3	Louis Renault	Renault	5h29m39.2	*light car*
3	96	Jacques Salleron	Mors	5h47m01.8	
4	1	Charles Jarrott	de Dietrich	5h52m55.0	
5	78	Baron Pierre de Crawhez	Panhard	5h54m11.4	
6	99	John Warden	Mercedes	5h55m30.8	
7	153	Carl Voigt	CGV	5h57m49.2	
8	293	Gasteaux	Mercedes	6h01m16.0	
9	205	Achille Fournier	Mors	6h12m39.0	
10	47	Paul Baras	Darracq	6h13m20.8	*light car*
11	69	Henri Rougier	Turcat Mery	6h17m07.8	
12	112	Mouter	de Dietrich	6h18m54.2	
13	209	Page	Decauville	6h08m08.2	*light car*
14	86	Camille Jenatzy	Mercedes	6h25m08.4	
15	153	Max	Mercedes	6h38m35.2	
16	185	Augières	Mors	6h43m49.6	
17	119	Hubert le Blon	Serpollet	6h44m15.8	
18	116	G. Berteaux	Panhard	6h47m66.0	
19	128	Victor Hemery	Darracq	6h56m53.2	*light car*
20	292	Edgar Braun	Mercedes	7h05m04.6	
21	90	Chanliaud	Serpollet	7h07m38.4	
22	10	Georges Teste	Panhard	7h13m08.4	
23	111	Pellison	de Dion	7h13m42.6	*light car*
24	37	Masson	Clement	7h14m45.2	*voiturette*
25	195	A. Lavergne	Mors	7h22m49.6	
26	4	Léon Théry	Decauville	7h24m16.0	*light car*
27	27	Baron Pierre de Caters	Mercedes	7h35m48.4	
28	143	Jules Barillier	Richard-Brasier	7h40m00.6	*voiturette*
29	219	Louis Rigolly	Gobron-Brillié	7h44m08.8	
30	65	Louis Wagner	Darracq	7h48m12.4	*voiturette*
31	103	J. Edmond	Darracq	7h52m24.2	*light car*
32	150	Lamberjack	Panhard	8h00m14.8	
33	94	Jacques Guders	Pipe	8h03m26.4	
34	85	Rene de Brou	de Dietrich	8h03m50.4	
35	173	Sincholle	Darracq	8h05m07.4	*light car*
36	39	Kohler	Mercedes	8h05m50.8	
37	106	Langlois	Panhard	8h06m47.8	
38	148	Combier	Richard-Brasier	8h08m26.2	*voiturette*
39	57	Holley	de Dion	8h23m19.0	*voiturette*
40	126	Van der Poele	Pipe	8h25m06.8	
41	81	Pierre Bardin	de Dion	8h26m13.6	*light car*
42	88	Maurice Fournier	Clement	8h26m32.0	*voiturette*
43	130	Birnbaum	Ader	8h26m50.4	*voiturette*
44	32	Legras	Passy-Thellier	8h26m56.2	*voiturette*
45	151	Osmont	Darracq	8h30m40.4	*light car*
46	315	Marius Barbarou	Benz	8h36m44.0	
47	271	Vilain	Prunel	8h38m38.2	*voiturette*
48	218	Etienne/François Giraud	CGV	8h38m45.2	
49	77	A./M.Ph. Villemain	Darracq	8h43m07.8	*voiturette*
50	187	Weisser	de Dion	8h43m32.4	*voiturette*
51	233	Rasson	Clement	8h47m52.4	*light car*
52	16	Valentin	Ader	8h51m53.8	*light car*
53	253	Chenu	Chenu	8h52m49.8	
54	19	Jules Simon	Ader	8h57m17.4	*light car*
55	140	Sommier	Ader	9h00m30.4	*voiturette*
56	148	Gavaris	Panhard	9h06m32.8	
57	182	Loste	CGV	9h14m25.0	*light car*
58	53	Fernand Charron	Touring CGV	9h16m52.6	
59	204	d'Udekem	Serpollet	9h21m46.6	
60	31	Jean Corre	Corre	9h21m50.4	*voiturette*
61	131	d'Houdeauville	Passy-Thellier	9h25m31.4	*voiturette*
62	36	Otto Hieronymus	Mercedes	9h31m45.0	
63	272	Versein	Motobloc	9h39m47.0	*light car*
64	225	Arthur Duray	Gobron-Brillié	9h41m01.0	

65	262	Robert d'Hespel	Corre	9h46m25.0	*light car*
66	278	Durand	Mors	9h50m42.4	
67	158	Carel Van der Heyden	Panhard	9h51m12.2	
68	52	Turr	Panhard	9h57m18.6	
69	34	Degrais	Mercedes	10h03m40.4	
70	196	Lafont	de Dietrich	10h12m26.8	
71	201	Olliver	Serpollet	10h16m10.6	
72	200	Gautier	Ader	10h25m26.2	*voiturette*
73	175	Gustave Caillois	Serpollet	10h26m27.4	
74	227	Holder	Panhard	10h32m02.2	
75	82	A. Koechlin	Gobron-Brillié	10h33m04.0	
76	44	Luigi Storero	FIAT	10h46m08.0	*light car*
77	29	Madame Camille du Gast	de Dietrich	10h51m07.4	
78	192	Maillard	Richard-Brasier	10h57m43.4	*voiturette*
79	274	E. Dombret	Motobloc	10h58m19.2	*light car*
80	231	Beutler-Julius	de Dietrich	11h21m45.0	
81	223	Aaron	Corre	11h23m22.2	*voiturette*
82	50	Comiot	CGV	11h27m22.0	
83	232	Philippe Dernier	Clement	11h33m23.6	*light car*
84	46	Gasté	Automotrice	11h46m10.0	
85	15	Lebertre	de Dion	11h51m59.0	*voiturette*
86	276	Flouret	Bolide	11h56m50.0	*voiturette*
87	226	De Boisse	de Boisse	12h00m55.0	*voiturette*
88	102	Deniot	Henriod	12h23m33.4	*light car*
89	300	Davaud	Prospert-Lambert	12h25m40.0	*light car*
90	263	Person	Corre	12h32m32.0	*light car*
91	28	Quinzeaut	Ader	12h35m19.2	*light car*
92	55	S. Ribes	Panhard	12h53m16.4	
93	73	D'Aubignosc	Ader	13h05m24.0	*voiturette*
94	94	Pagliano	Prospert-Lambert	13h27m40.0	*light car*
95	217	Auguste Amblard	Mors	13h40m20.0	
96	273	C. Dombret	Motobloc	14h09m42.0	*light car*
97	282	Lillie	Serpollet	14h43m02.0	
98	307	Dupeux	de Boisse	16h18m10.0	*voiturette*
99	121	Rulot	Serpollet	20h57m04.0	

Did not finish:
Heavy cars (over 1000 kg)

2	René De Knyff	Panhard	
51	Henri Farman	Panhard	
59	Charles Rolls	Panhard	
97	George Heath	Panhard	
38	Maurice Farman	Panhard	
183	Gondoin	Panhard	
186	Efgée	Panhard	
7	Henri Fournier	Mors	
48	Victor Rigal	Mors	
60	William K. Vanderbilt	Mors	
68	Baron de Forest	Mors	
80	Léger	Mors	
172	Jeandré	Mors	
279	d'Arnaud	Mors	
5	Claude Loraine Barrow	de Dietrich	fatal accident
18	Phil Stead	de Dietrich	
49	Gras	de Dietrich	
125	Delaney	de Dietrich	
92	Leonce Girardot	CGV	
14	Christian Werner	Mercedes	
114	Foxhall-Keene	Mercedes	
290	F. Terry	Mercedes	
22	Sidney Girling	Wolseley	
214	Herbert Austin	Wolseley	
243	Leslie Porter	Wolseley	
255	Foster	Wolseley	
40	Paul Rivière	Pipe	
43	Lucien Hautvast	Pipe	
35	Chaboche	Chaboche (steam)	
117	Robert	Chaboche (steam)	
303	Gabran	Boyer	
304	H. Loste	Boyer	
93	Gosset	Henriod	
314	Darzens	Henriod	
23	Tourand	Brouhot	
138	Mark Mayhew	Napier	
254	Kolb-Bernard	Chenu	
313	Gibert	Gillet-Forest	

Light cars (650 kg)

63	Marcel Renault	Renault	fatal accident
129	Grus	Renault	
152	Henri Tart	Renault	
157	Hugé	Renault	
197	Louvet	Renault	
41	Paul Vonlatum	Clement	
62	Xavier Civelli de Bosch	Clement	
136	Rene Hanriot	Clement	
45	J. Journu	de Dion	
144	Louis Loste	de Dion	
70	Philippe Taveneaux	Gobron-Brillié	
194	Fraignac	Gobron-Brillié	
171	Henri Béconnais	Darracq	
288	Rophé	Darracq	
298	Blazy	Prosper Lambert	
301	P. Lambert	Prosper Lambert	
118	Brun	Prunel	
229	Robert	Prunel	
166	de Bay	Européenne	
202	Mestayer	Decauville	
207	Franz Ullmann	Decauville	
211	Vincenzo Lancia	FIAT	
246	Jousse	Fouillaron	
247	Charin	Fouillaron	

Voiturettes (400 kg)

54	Coeuille	Renault
113	Seret	Renault
137	Richez	Renault
184	Cormier	Renault
71	Achille	Henriod
161	Provost	Henriod
11	Jean Jacques Thellier	Passey-Thellier
228	Sanz	Passey-Thellier
164	Durand	Corre
180	Buchillet	Corre
266	Coquard	Corre
135	Collignon	de Dion
249	Alard	Boulet
26	Georges-Richard	Georges-Richard

N.B.
1) Race stopped at Bordeaux, after 550 km due to fatal accidents.
2) Barrow died in hospital June 13th. His mechanic Pierre Rodez was killed instantly.
3) Open road racing in France subsequently banned.

Although the race went ahead, there was already an atmosphere of restriction. The French government had already refused to authorise the Pau Week of Speed in February, as well as the Nice-Salon-Nice race. King Alfonso of Spain had no such qualms, so the race went ahead, starting at 3:45 am, despite the darkness.

II Circuit des Ardennes

22 June 1903 - Bastogne: 512.05 km (85.34 km x 6 laps)

1	1	Baron Pierre de Crawhez	Panhard 70	5h52m07.6	
2	12	Leonce Girardot	CGV	6h12m11.8	
3	21	Rene de Brou	de Dietrich	6h24m29.2	
4	9	Paul Baras	Darracq	6h30m38.2	*light car*
5	26	Hubert le Blon	Serpollet	6h31m03.0	
6	54	Henri Béconnais	Darracq	6h48m05.0	
7	52	Philippe Tavenaux	Gobron-Brillié	6h56m01.2	*light car*
8	8	Evance Coppée	Germain	6h57m14.6	
9	13	Carl Voigt	CGV	7h04m40.4	
10	47	Alessandro Cagno	FIAT	7h06m56.0	*light car*
11	3	Jacques Guders	Pipe	7h10m17.6	
12	31	Osmont	Darracq	7h16m30.2	*light car*
13	30	Victor Hemery	Darracq	7h33m48.0	*light car*
14	42	J. Journu	de Dion AD	8h02m10.0	*light car*
15	43	Pierre Bardin	de Dion AD	8h16m48.0	*light car*
16	20	Lucien Hautvast	Pipe	8h29m56.4	
17	28	Sidney Girling	Wolseley	8h49m00.0	
18	19	Van der Poele	Pipe	11h25m48.0	

Fastest Lap: Baron Pierre de Crawhez (Panhard), 56m16s (91.004 kph) on lap 2
Paul Baras (Darracq), 59m20s (86.301kph) on lap 3 *Light Car*

Did Not Finish

55	Manded	Darracq	5 laps	
34	Julius Beutler	de Dietrich	5 laps	
7	Rene Hanriot	Clement	4 laps	*light car*
27	Chanliaud	Serpollet	4 laps	
29	Arthur Callan	Wolseley	3 laps	
6	Rasson	Clement	3 laps	*light car*
44	Louis Loste	de Dion	3 laps	*light car*
5	Xavier Civelli De Bosch	Clement	2 laps	*light car*
40	Jousse	Fouillaron	2 laps	*light car*
50	Charrin	Fouillaron	2 laps	*light car*
23	Arthur Duray	Gobron-Brillié	2 laps	
22	Louis Rigolly	Gobron-Brillié	2 laps	
41	H. Loste	Boyer	2 laps	
4	Charles Jarrott	de Dietrich	2 laps/tyres	
10	George Heath	Panhard 70	2 laps	
17	William K. Vanderbilt	Mors Z	1 lap/cylinder head	
14	Etienne/François Giraud	CGV	1 lap	
39	Robert Prunel	Prunel	1 lap	
45	Henri Caillois	Serpollet	1 lap	
38	Edouard Lisle	Star	0 laps/mechanic injured	

Race leaders: Baron Pierre de Crawhez (6), laps 1-6

Entered but did not appear:

2	Baron Pierre de Caters	Mercedes	
11	G. Berteaux	Panhard 70	
15	Mark Mayhew	Napier	
16	Camille Jenatzy	Mercedes	
32	Emile Mathis	de Dietrich	
33	Ettore Bugatti	de Dietrich	
36	Joe Watticamps	Germain	
38	Charles Rolls	Panhard 70	
40	W. Jochems	Mercedes	
56	Jean Marie de Crawhez	Mors Z	
57	Van der Petz	Germain	
58		Germain	
59		Germain	
60	Baron de Forest	Mors Z	
18	Simon	Ader	*light car*
24		Gladiator	*light car*
25		Gladiator	*light car*
35	Marius Barbarou	Benz	*light car*
46	Vincenzo Lancia	FIAT	*light car*
48		FIAT	*light car*
51		Fouillaron	*light car*
53		Gobron-Brillié	*light car*

I Circuit des Ardennes des Voiturettes

23 June 1903 - Arlon: 272.0 km (136.0 km x 2 laps)

1	1	Louis Wagner	Darracq	3h55m27.2
2	2	A. Villemain	Darracq	4h27m53.0
3	39	Denis	de Boisse	4h39m06.2
4	33	Vilain	Prunel	4h39m44.4
5	50	Jean Corre	Corre	4h43m34.2
6	7	Maurice Fournier	Clement	4h55m58.6
7	6	Masson	Clement	5h15m04.2
8	4	Philippe d'Aubignose	Ader	5h31m46.6
9	49	Gautier	Ader	5h51m02.2
10	51	Person	Corre	6h50m40.0
11	52	Robert d'Herspel	Corre	6h51m41.0
12	8	Stoppani	Clement	12h47m30.0

Fastest Lap: Louis Wagner (Darracq), 1h48m07.2 (75.472 kph)

Did Not Finish

3	Birnbaum	Ader	1 lap

Race leaders: Louis Wagner (2), laps 1-2

Together with this little car class started one de Dion-Bouton tricycle with Pilette driving and 34 motorcycles of which only 11 completed the 2 laps. The French Demester (Griffon) won the motorcycle class, followed by Belgian André (Red Star) and Kinet (Antoine). Pilette, Lamberjack, Elskamp, Berger and Prost did not reach the finish.

IV Gordon Bennett Trophy

2 July 1903 – Athy: 527.040 km (64.37 km x 3 laps of Circuit A, and 83.48 km x 4 laps of Circuit B, in order A-B-A-B-A-B-B)

1	4	Camille Jenatzy	Mercedes	6h39m00s
2	2	Rene de Knyff	Panhard	6h50m40s
3	10	Henri Farman	Panhard	6h51m44s
4	6	Fernand Gabriel	Mors Z	7h11m33s

Disqualified

1	Selwyn Francis Edge	Napier	9h18m48s (push start)

Did Not Finish

8	Baron Pierre de Caters	Mercedes	6 laps/broke rear axle
3	Percy Owen	Winton	5 laps/withdrew
11	Alexander Winton	Winton	4 laps/withdrew
12	Foxhall Keene	Mercedes	3 laps/bent rear axle
7	Louis Mooers	Peerless	1 laps/tyres
5	Charles Jarrott	Napier	1 laps/steering, crash
9	J. Stocks	Napier	0 laps/crash

Fastest Lap (A): Foxhall Keene (Mercedes) lap 1: 46m03s (83.870 kph)
Fastest Lap (B): Fernand Gabriel (Mors) lap 2: 1h00m19s (83.042 kph)

Race Lap Chart

Driver	Laps						
	1	2	3	4	5	6	7
Jenatzy	5	1	1	1	1	1	1
De Knyff	6	2	2	2	2	3	2
Farman	3	5	3	3	3	2	3
Gabriel	8	4	5	5	5	5	4
Edge	2	3	7	6	6	6	5
De Caters	7	6	4	4	4	4	
Owen	9	8	9	8	7		
Winton	10	9	8	7			
Keene	1	7	6				
Mooers	11						
Jarrott	4						
Stocks	12						

N.B.
1) Race also known as IV Coupe Internationale
2) As holder of the cup, Napier was given the first two places in the English team. The third spot was to be decided in the English Elimination Trial known as The Welbeck Trials held on April 25th and 27th.

25th April, Welbeck, Duke of Portland Estate. Trials consisted of:-
- Six flying kilometre trials, 3 downhill, 3 uphill.
- Six standing mile trials, 3 downhill, 3 uphill.
27th April, Dashwood hillclimb. Three trials. Distance unknown.
Results

1	J. Stocks	Napier	
2	Charles Rolls	Napier	10.6 behind
3	Mark Mayhew	Napier	1m15.0
4	Edward Lisle	Star	2m50.4

Circuit of Frankfurt

30 August 1903 – Oberforsthaus

1	Willy Pöge	Mercedes 60 hp

1904

Eliminatoires Françaises de la Coupe Internationale

20 May 1904 - Argonne: 532.79 km (88.80 km x 6 laps)

1	5	Leon Théry	Richard-Brasier	5h20m28.0, 99.75 kph
2	7	Joseph Salleron	Mors Z	5h40m02.0
3	10	Henri Rougier	Turcat-Méry	5h45m05.4
4	11	Fernand Gabriel	de Dietrich 24/28	5h48m20.8
5	6	Hubert le Blon	Serpollet	6h13m32.2
6	15	Henri Caillois	Richard-Brasier	6h21m27.2
7	18	Georges Teste	Panhard 70	6h40m23.8
8	8	Henry Farman	Panhard 70	6h57m00.0
9	26	Pelzer	Serpollet	7h05m27.6
10	3	Albert Clement	Clement-Bayard	7h10m52.8

Fastest Lap: Henry Farman (Panhard 70) 48m44.6 (109.31 kph)

Did Not Finish

21	Charles Jarrott	de Dietrich 24/28	5 laps/mechanical
20	"de la Touloubre"	Turcat-Mery	5 laps/mechanical
25	Phil Stead	Richard-Brasier	4 laps/stone in fly wheel
24	Amblard	Hotchkiss HH	3 laps/crash
1	de Forest	de Dietrich 24/28	3 laps/mechanical
12	Jean-Philippe Beconnais	Darracq	3 laps/crankshaft
17	Leger	Mors Z	3 laps/mechanical
27	Lavergne	Mors Z	2 laps/clutch
19	Arthur Duray	Gobron-Brillie	2 laps/split radiator
28	Henri Tart	Panhard 70	2 laps/overheating
4	Pierre de Crawhez	Hotchkiss HH	2 laps/magneto
29	"Alexander Burton"	Gobron-Brillie	1 lap/split radiator
16	Chanliaud	Serpollet	1 lap/tyre
22	Louis Wagner	Darracq	1 lap/engine
23	Jacques Guders	Clement-Bayard	0 laps/mechanical
9	Louis Rigolly	Gobron-Brillie	0 laps/split radiator
13	Rene Hanriot	Clement-Bayard	0 laps/mechanical
14	Achille Fournier	Hotchkiss HH	0 laps/crash

N.B. - This was an eliminating contest for the French entry into the Coupe Internationale, better known as the Gordon Bennett Race. An entry fee of £960 per team was charged.

V Gordon Bennett Trophy

17 June 1904 - Taunus: 511.532 km (127.883 km x 4 laps)

1	5	Leon Théry	Richard-Brasier	5h50m01.4, 87.69 kph
2	1	Camille Jenatzy	Mercedes 60	6h01m29.4
3	18	Henri Rougier	Turcat-Mery	6h47m09.8
4	8	Baron Pierre de Caters	Mercedes 60	6h47m30.0
5	10	Edgar Braun	Mercedes 60	6h59m47.8
6	19	Lucien Hautvast	Pipe	7h02m35.0
7	12	Jacques Salleron	Mors Z	7h15m14.2
8	4	Vincenzo Lancia	FIAT	7h17m51.6
9	9	Sidney Girling	Wolseley 72	7h22m53.2
10	17	Alessandro Cagno	FIAT	7h23m34.6
11	3	Christian Werner	Mercedes 60	7h32m13.2
12	15	Charles Jarrott	Wolseley 96	7h36m50.6

Fastest Lap: Leon Théry (Richard-Brasier), 1h26m22.2 (88.838 kph) on lap 4

Did Not Finish

2	Selwyn Francis Edge	Napier 70	3 laps/overheating
6	Baron Pierre de Crawhez	Pipe	3 laps
11	Luigi Storero	FIAT	2 laps
16	John Warden	Mercedes 60	2 laps
13	Augières	Pipe	1 lap
14	Fritz von Opel	Darracq	0 laps/universal joint

Did Not Start
7 Frederic Dufaux Dufaux broken wheel

Lap	Position																	
	1	2	3	4	5	6	8	9	10	11	12	13	14	15	16	17	18	19
1	1	5	2	9	15	12	17	8	19	4	11	10	3	18	16	13	6	
2	5	1	9	17	19	15	8	4	11	10	12	18	3	16	2	6		
3	5	1	8	17	18	10	19	9	4	15	12	3	2					
4	5	1	8	18	10	19	12	4	9	17	3	15						

Circuit of Frankfurt

18 June 1904 – Oberforsthaus

Race 2: "Spiritus Konkurrenz", 8045m, 5 laps

1	4	Paul Henze	Cudell	8m10.2
2		Georg Gleich	Adler	9m01.2
3		Christian Lorenzen	Beaufort	
R			Opel	0 laps/engine
NS			Opel	

Race 3: Light Cars, 8045m, 5 laps

1		Fritz Opel	Opel	8m10.8
2		Theodor Böhm	Benz	9m28.8
3		Christian Lorenzen	Beaufort	9m55.0
NS		Georg Krud		
NS			Cudell	
NS			Opel	

There were five starters, only 2 finished.

Race 4: "Spiritus Konkurrenz", 16090m, 10 laps

1		Willy Pöge	Mercedes-Simplex	12m29.2
2		Fritz Opel	Opel	12m47.4
		Heinrich Opel	Opel	
R		Alfred Teves	Adler	
		Julius Beutler	de Dietrich	
NS		Louis Peter		
NS	7	E.E.C.Mathis	de Dietrich	

Race 5: Cars over 600 kg and up to 24 HP, 12872m, 8 laps

1		Heinrich Opel	Opel	11m05.2
2	4	Alfred Teves	Adler	11m11
3		Fritz Opel	Opel	12m06
4		Julius Maurer	Union	12m50
5		Bräuning	Opel	14m50
NS		Georg Krud		
NS		Gustav Philipsson		
NS	7	E.E.C.Mathis	de Dietrich	
NS		Alfred Hielle		
NS		Julius Maurer		
NS		Edward Engler		
NS		Freiherr von Brandensstein		

Race 6: Touring cars over 1000 kg and up to 30 HP, 16090m, 10 laps

1		Fritz Opel	Opel	15m24
2		Percy Martin	Daimler	15m28
3		Brauda	Opel	15m30
4		Karl Westphal-Langerfelde	De Dietrich	15m41
5		Edward Manville	Daimler	15m47
6		von Ollendorf	Martini	
7		W.Rings	Stoewer	
8		Alfred Teves	Adler	
NS		Georg Krud		
NS		Bernhard Flinsch		
NS		Alfred Hielle		
NS	7	E.E.C.Mathis	de Dietrich	
NS		Gabriel		

Race 7: Cars over 600 kg and up to 60 HP, 16090m, 10 laps (The Louis-Peter Preis)

1		Willy Pöge	Mercedes-Simplex	12m12

2	Fritz Opel	Opel	12m17
3	Heinrich Opel	Opel	15m00
4	Julius Beutler	De Dietrich	15m54
5	Wladimir von Raczynski	Protos	9 laps
	Brauda	Opel	
NS	W.Echmis		
NS	E.E.C.Mathis		
NS	Gabriel		
NS	Andrew Fletcher		

Fritz Opel span off into the infield on lap 1, causing the race to be restarted.

Note that race 1 was for motorcycles. Non-starters were listed as starters before the event, but didn't compete in the actual races.

II Circuit des Ardennes des Voiturettes

24 July 1904 - Bastogne: 240.010 km (48.002 km x 5 laps)

1	5	Albert Clement	Clement 18 hp	4h26m52.6, 53.91 kph

Fastest Lap: Albert Clement, 45m02s (63.89 kph)

Did Not Finish

	3	J.Edmond	Darracq 20 hp	
	1	Chenu	Chenu	Did Not Arrive
	2	Madoux	Excelsior	Did Not Arrive
	4	Victor Hemery	Darracq 20 hp	Did Not Arrive
	6	Paivrette	Darracq 20 hp	Did Not Arrive
	7	Schmidt	Albin	Did Not Arrive

III Circuit des Ardennes

25 July 1904 - Bastogne: 591.255 km (118.251 km x 5 laps)

1	1	George Heath	Panhard 70	5h30m49.0, 107.24 kph
2	14	Georges Teste	Panhard 70	6h31m44.0
3	3	Albert Clement	Clement-Bayard	6h34m43.2
4	17	Louis Rigolly	Gobron-Brillié	6h42m04.0
5	31	Hubert le Blon	Hotchkiss HH	6h54m05.0
6	20	Arthur Duray	Darracq	6h55m34.2
7	13	Henry Farman	Panhard 70	6h57m29.6
8	25	Fernand Gabriel	de Dietrich	6h58m51.6
9	37	Mark Mayhew	Napier 50	7h27m42.0
10	10	Leger	Mors Z	7h45m15.2
11	24	"De la Touloubre"	Darracq	7h48m59.0 *light car*
12	36	Fletcher	Mercedes 60	7h53m00.0
13	12	Cecil Bianchi	Wolseley	7h54m10.0
14	34	Vincenzo Lancia	FIAT	7h55m25.0
15	9	Jacques Salleron	Mors Z	7h55m34.6
16	23	Victor Hemery	Darracq	8h09m35.0 *light car*
17	22	J. Edmond	Darracq	9h58m00.0 *light car*

Fastest Lap: Hubert le Blon (Hotchkiss) 1h09m44 (101.746 kph) on lap 3

Did Not Finish

	7	René Hanriot	Clement-Bayard	4 laps *light car*
	2	Jacques Guders	Clement-Bayard	4 laps *light car*
	33	Buerette	Darracq	3 laps *light car*
	32	Maurice Fournier	Hotchkiss HH	3 laps
	38	"Alexander Burton"	Mors Z	3 laps
	30	Amblard	Hotchkiss HH	3 laps
	29	Achille Fournier	Hotchkiss HH	2 laps
	26	Henri Rougier	de Dietrich	2 laps
	11	Sidney Girling	Wolseley	2 laps
	6	Camille Jenatzy	Pipe	2 laps
	21	Lavergne	Mors Z	2 laps
	15	Henri Tart	Panhard 70	1 lap
	19	Paul Baras	Darracq	1 lap
	5	Lucien Hautvast	Pipe	1 lap

18	Weiler	Gobron-Brillié	1 lap
28	Terry	Mercedes 60	0 laps
	Baron de Forest	de Dietrich	Did Not Arrive
	Schmidt	Albin	Did Not Arrive
	Evance Coppée	Panhard 70	Did Not Arrive
		Panhard 70	Did Not Arrive
	Selwyn Francis Edge	Napier 50	Did Not Arrive
		Napier 50	Did Not Arrive
		Pipe	Did Not Arrive

Lap Chart

Lap	Position																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	20	17	14	26	13	10	3	31	19	1	29	2	7	21	9	5	36	23	12
2	13	20	1	3	29	26	17	14	9	31	34	25	23	7	37	12	24	10	36
3	1	3	13	31	9	14	17	20	7	25	12	10	23	37	24	36	34	22	32
4	14	3	13	1	17	31	20	25	10	37	12	7	9	24	36	34	23	22	
5	1	14	3	17	31	20	13	25	37	10	24	36	12	34	9	23	22		

Lap	Position												
	20	21	22	23	24	25	26	27	28	29	30	31	32
1	37	25	15	32	22	24	34	6	11	33	18	38	30
2	22	11	2	33	32	6	38						
3	33	2											
4													
5													

I Coppa Florio

4 September 1904 - Brescia: 372.166 km (186.083 km x 2 laps)

1	1	Vincenzo Lancia	FIAT	3h12m56.0, 115.74 kph
2	6	Georges Teste	Panhard 70	3h13m38.0
3	7	Conte Vincenzo Florio	Mercedes 60	3h18m09.2
4	10	Victor Hemery	Darracq	3h34m27.0 *light car*
5	18	Carlo Raggio	Itala	4h17m06.2 *light car*
6	5	Arthur Duray	Darracq	4h21m00.0

Fastest Lap: Georges Testes, although this is unofficial as lap times were not officially recorded.

Did Not Finish

9	Felice Nazzaro	Panhard	tyres
12	Alessandro Cagno	FIAT	
20	Parrocchi (Parrodi)	Itala	

N.B. - Circuit was Brescia-Cremona-Mantova-Brescia.

I W.K. Vanderbilt Cup Race

8 October 1904 - Long Island: 457.686 km (45.7685 km x 10 laps)

1	7	George Heath	Panhard 70	5h26m45s, 84.04 kph
2	12	Albert Clement	Clement-Bayard	5h28m13s

Fastest Lap: Georges Teste (Panhard) 24m04s (114.104 kph) on lap 1

Not Classified

3	6	Herbert Lyttle	Pope Toledo	8 laps
4	16	Charles Schmidt	Packard	8 laps
5	1	Al Campbell	Mercedes 60	8 laps
6	14	Henri Tart	Panhard 70	7 laps
7	18	Karl-Klaus Luttgen	FIAT	7 laps
8	2	Fernand Gabriel	de Dietrich	6 laps/tyre/coil
9	17	Frank Croker	Mercedes 60	6 laps

Did Not Finish

4	Spyder Webb	Pope Toledo	5 laps/steering gear/crash
8	Alexander Hawley	Mercedes 60	4 laps/springs
15	Georges Teste	Panhard 70	3 laps/cylinder
11	Maurice Bernin	Renault	1 lap/propellor shaft
9	Christian Werner	Mercedes 90	1 lap/brakes
5	Geo Arents	Mercedes 60	1 lap/crash
3	Joe Tracy	Royal	1 lap/engine
10	Giuseppe Sartori	FIAT	0 laps/clutch
19	William Wallace	FIAT	0 laps/clutch
20	Alfred Gwynne	FIAT	Did Not Arrive
21	Rollin White	White	Did Not Arrive/car not ready
22	Jay Webb	White	Did Not Arrive/car not ready

Race leaders:	Georges Teste	lap 1 - lap 3
	George Heath	lap 4 - lap 7
	Albert Clement	lap 8 - lap 9
	George Heath	lap 10

N.B.

1) *After first two cars finished the race, the crowd invaded the track preventing the other cars from finishing the race. Lyttle was credited with 3rd place and Schmidt was 4th.*
2) *Tragic accident on 2nd lap when Arents crashed his Mercedes and his mechanic was killed.*

1905

I Cuban Race

15 February 1905 – Havana-San Cristobal: 99.36 miles

1	Ernesto Carricaburu	Mercedes 60 hp	1h50m53.6, 53.7 mph
2	Joseph Tracy	Renault	1h52m26.0
3	H.A.Robinson	De Dietrich 35 hp	2h30m16
4	Joseph Birk	Mercedes 40 hp	2h34m25
5	H.W.Fletcher	De Dietrich	Did not finish within time limit
NS	F.R.Thomas	90 hp	damaged in practice

Fletcher's car was overfilled with oil, and had to be given a very long push start. Major Miller, the owner of Tracy's car, protested Fletcher, but given Fletcher's problems during the race it was not acted upon.

English Elimination Trials

30 May 1905 – Isle of Man

1	7	W.Clifford Earp	Napier 80 hp
	1	F.J.Goodwin	Star
	2	F.R.Goodwin	Star
	3	Algernon Lee Guinness	Darracq
	4	C.Bianchi	Wolseley
	6	Cecil Edge	Napier
	9	John Hargreaves	Napier
	10	Sidney Girling	Siddeley
	11	Hon. Charles S.Rolls	Wolseley
	12	A.E.Macdonald	Napier

II Eliminatoires Françaises de la Coupe Internationale

16 June 1905 - Auvergne: 549.45 km (137.36 km x 4 laps)

1	1	Leon Thery	Richard-Brasier	7h34m49.2, 72.49 kph
2	11	Gustave Caillois	Richard-Brasier	7h43m11.0
3	27	Arthur Duray	de Dietrich 24/28	7h44m47.8
4	18	Louis Wagner	Darracq	7h47m11.4
5	2	Francois Szisz	Renault AK	7h55m47.6
6	9	George Heath	Panhard 70	8h11m38.6
7	5	Hubert le Blon	Hotchkiss HH	8h13m13.8
8	10	Louis Rigolly	Gobron-Brillie	8h16m57.8
9	8	Victor Hemery	Darracq	8h21m38.0
10	14	Rene Hanriot	Clement-Bayard	8h23m39.6
11	28	"de la Touloubre"	Darracq	8h30m54.0
12	21	Phil Stead	Richard-Brasier	8h56m08.0
13	12	J.Edmond	Renault AK	8h57m24.4
14	7	Fernand Gabriel	de Dietrich 24/28	9h00m29.4
15	25	A.Lavergne	Hotchkiss HH	9h51m40.0

Fastest Lap: Leon Thery (Richard-Brasier) 1h40m25, 82.079 kph

Did Not Finish

19	Georges Teste	Panhard 70	3 laps/front axle
24	Marc-Philippe Villemain	Clement-Bayard	3 laps
15	Achille Fournier	Hotchkiss HH	3 laps
17	Henri Rougier	de Dietrich 24/28	2 laps
3	Leonce Girardot	CGV	2 laps/crash
6	Lapertot	Automoto	2 laps
29	Henry Farman	Panhard 70	1 lap/crash
22	Maurice Bernin	Renault AK	1 lap/overheating
4	Albert Clement	Clement-Bayard	1 lap/overheating
13		CGV	Did Not Arrive
16		Automoto	Did Not Arrive
20		Gobron-Brillie	Did Not Arrive

23		CGV	Did Not Arrive
26		Automoto	Did Not Arrive
30		Gobron-Brillie	Did Not Arrive

N.B. - Eliminator race for the French entry into the Gordon Bennett race.

VI Gordon Bennett Trophy

5 July 1905 - Auvergne: 549.415 km (137.354 km x 4 laps)

1	1	Leon Théry	Richard-Brasier	7h02m42.6, 77.88 kph
2	16	Felice Nazzaro	FIAT	7h10m09.2
3	10	Alessandro Cagno	FIAT	7h21m22.6
4	7	Gustave Caillois	Richard-Brasier	7h27m06.4
5	15	Christian Werner	Mercedes	8h03m30.0
6	13	Arthur Duray	de Dietrich 24/28	8h05m00.0
7	9	Baron Pierre de Caters	Mercedes	8h07m11.6
8	8	Charles Rolls	Wolseley	8h26m42.2
9	2	Clifford Earp	Napier	8h27m29.8
10	5	Edgar Braun	Mercedes	8h33m05.6
11	14	Cecil Bianchi	Wolseley	8h38m32.4
12	6	Herbert Lyttle	Pope-Toledo	9h30m32.0

Fastest Lap: Vincenzo Lancia (FIAT), 1h34m57 (86.795 kph) on lap 1

Did Not Finish

4	Vincenzo Lancia	FIAT	2 laps/engine/radiator
3	Camille Jenatzy	Mercedes	2 laps/tyres/broke spring
17	"Alexander Burton"	Mercedes	2 laps/tyres
18	Joe Tracy	Locomobile	1 lap/engine/clutch
11	Otto Hieronymus	Mercedes	1 lap/tyres
12	Bert Dingley	Pope-Toledo	0 laps/water pipe

N.B.
1) Race also known as VI Coupe Internationale

Circuit des Ardennes

7 August 1905 - Bastogne: 591.255 km (118.251 km x 5 laps)

1	2	Victor Hemery	Darracq	5h58m32.2, 98.94 kph
2	13	Henri Tart	Panhard	6h13m37.8
3	14	Hubert le Blon	Panhard	6h22m56.0
4	7	Louis Wagner	Darracq	6h24m10.2
5	6	George Heath	Panhard	6h24m20.4
6	9	Baron Pierre de Caters	Mercedes	6h40m27.0
7	12	Arthur Duray	de Dietrich 24/28	7h18m26.0
8	11	Edward Mountjoie	Darracq	7h52m11.0 *light car*

Fastest Lap: Henri Rougier (de Dietrich), 1h04m28s (110,058 kmh) on lap 2

Did Not Finish

10	Georges Teste	Panhard	4 laps
4	Camille Jenatzy	Mercedes	3 laps/wheel rim
8	Henri Rougier	de Dietrich 24/28	2 laps/clutch
5	Maurice Fabry	Itala	1 lap/piston
3	Fernand Gabriel	de Dietrich 24/28	0 laps/crash
1	Christian Behr	CGV	0 laps/cardan shaft

III Circuit des Ardennes Voiturettes

6 August 1905 - Bastogne: 201.195 km (40.239 km x 5 laps)

1	3	Louis Wagner	Darracq	3h08m02.8, 64.20 kph
2	1	Philippe Tavenaux	Gregoire	3h12m21.6

Fastest Lap: Louis Wagner (Darracq) 31m04s (63.952 kph)

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Did Not Finish
    2 Renancy                          Gregoire           0 laps
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Circuit of Frankfurt

27 August 1905 – Oberforsthaus

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 1    Fritz Opel                       Opel 75 hp
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II Coppa Florio

4 September 1905 - Brescia: 500.975 km (166.992 km x 3 laps)

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 1 17 Carlo Raggio                     Itala              4h46m47.4, 104.81 kph
 2 11 Arthur Duray                     de Dietrich 24/28  4h56m20.8
 3  2 Vincenzo Lancia                  FIAT               4h57m54.2
 4  1 Victor Hemery                    Darracq            4h58m12.4
 5  4 Henry Rougier                    de Dietrich 24/28  5h12m50.4
 6  9 Felice Nazzaro                   FIAT               5h12m52.0
 7 13 Maurice Fabry                    Itala              5h18m10.2
 8  8 Louis Wagner                     Darracq            5h19m04.8
 9  7 Conte Vincenzo Florio            Mercedes           5h29m11.8
10 16 Fernand Gabriel                  de Dietrich 24/28  5h33m44.2
11 22 Terry                            Mercedes           6h21m25.0

Fastest Lap: Maurice Fabry (Itala) 1h28m39 (113.023 kph) on lap 1


Did Not Finish
    6 Ernesto Ceirano                  Itala              2 laps
   14 Mariano/Mariaux                  Mercedes           2 laps
   12 Carlès                           Clément-Bayard     2 laps
   19 Aldo Weilschott                  FIAT               1 lap
    5 Albert Clément                   Clément-Bayard     1 lap
   21 Gandini/Gardini                  FIAT               1 lap
   15 Alessandro Cagno                 FIAT               0 laps
    3 Hubert Le Blon                   Isotta-Fraschini   0 laps
   10 Fulvio Trucco                    Isotta-Fraschini   0 laps
   18 Gasteaux                         Mercedes           0 laps
   20 Giovanni Cortese                 Mercedes           0 laps
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I W.K. Vanderbilt Cup American Elimination

23 September 1905 - Long Island: 182.172 km (45.543 km x 4 laps)

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 1  2 Albert Dingley                   Pope-Toledo 60hp   2h00m50, 90.93 kph
 2  5 Joe Tracy                        Locomobile 90hp    2h01m49
 3  7 Robert Jardine                   Royal Tourist 40hp 2h19m18
 4  1 Frank Nutt                       Haynes 50 hp       2h23m32
 5  8 Montague Roberts                 Thomas 60 hp       2h29m40

Fastest Lap: Albert Dingley (Pope-Toledo), 27m58 (97.69 kph)


Did Not Finish
    6 Walter Christie                  Christie 60 hp     2 laps/crash damage
   12 Herbert Lyttle                   Pope-Toledo 60 hp  1 lap/sub frame
    9 Willie Winchester                Franklin 60 hp     1 lap/universal joint/fuel tank
    4 Walter White                     White 40 hp        1 lap/differential
    3 Ralph Mongini                    Matheson 40/45     0 laps/piston
   10 Tom Cooper                       Matheson 40/45     DNS - radiator
   11 Fisher                           Premier 60 hp      DNS - car too heavy
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II W.K. Vanderbilt Cup Race

14 October 1905 - Long Island: 455.430 km (45.543 km x 10 laps)

1	18 Victor Hemery	Darracq	4h36m08s, 98.96 kph
2	14 George Heath	Panhard	4h39m40
3	7 Joe Tracy	Locomobile	4h58m26
4	4 Vincenzo Lancia	FIAT	5h00m31
5	10 Ferenc Szisz	Renault	9 laps/running

Not Classified

8 Felice Nazzaro	FIAT	8 laps/running
20 Giuseppe Sartori	FIAT	8 laps/retired
9 John Warden	Mercedes	8 laps/running
2 Arthur Duray	de Dietrich 24/28	7 laps/running
16 Louis Chevrolet	FIAT	6 laps/crash
5 Foxhall Keene	Mercedes	5 laps/crash
3 Bert Dingley	Pope-Toledo	5 laps/running

Did Not Finish

15 Herbert Lytle	Pope-Toledo	4 laps/cylinder
19 Walter White	White (steam)	4 laps/mechanical
1 Camille Jenatzy	Mercedes	3 laps/crash
6 Louis Wagner	Darracq	3 laps/seized bearings
11 Walter Christie	Christie	3 laps/crash
12 Emanuel Cedrino	FIAT	2 laps/crash
X Al Campbell	Mercedes	1 lap/differential

N.B.
1) As in 1904 the crowd invaded the track preventing the remaining running cars to finish the race. The cars who were still running were also placed in the results as finishers.
2) Campbell started with an "X" instead of unlucky "13".

Race Chart - Cumulative Time, Lap by Lap

Car #	Driver	Lap 1	2	3	4	5	6	7	8	9	10
18	Hemery	28:23	54:24	1:21:20	1:58:38	2:23:27	2:48:55	3:14:20	3:30:59	4:08:33	4:36:08
14	Heath	28:02	56:08	1:21:50	1:48:51	2:15:21	2:41:54	3:01:51	3:44:31	4:11:41	4:39:40
7	Tracy	28:14	50:51	1:25:27	1:57:58	2:25:18	2:58:11	3:26:04	3:56:56	4:28:53	4:58:26
4	Lancia	28:40	47:20	1:10:45	1:34:03	2:02:05	2:25:50	2:49:52	4:01:09	4:25:00	5:00:31
10	Szisz	24:55	49:24	1:14:45	1:53:27	2:22:45	2:56:09	3:24:46	3:53:41	4:34:07	
8	Nazzaro	25:28	1:18:42	1:44:17	2:08:52	2:37:56	3:04:03	3:28:40	3:53:20		
20	Sartori	27:41	55:11	1:22:20	1:48:53	2:21:06	3:02:38	3:56:27	4:34:10		
9	Warden	27:41	55:07	1:22:30	1:49:45	2:25:46	3:05:10	4:11:18	4:51:23		
2	Duray	26:26	56:17	1:21:57	2:07:43	2:33:12	2:59:27	3:35:55			
5	Keene	27:31	54:24	1:23:05	1:54:10	2:20:38					
16	Chevrolet	28:42	56:57	1:28:33	2:07:25	2:38:40					
3	Dingley	29:44	1:00:55	3:42:33	4:21:35	4:57.20					
10	White	31:31	1:36:23	2:18:54	3:09:14						
15	Lytle	29:16	2:00:17	2:35:40	3:15:52						
1	Jenatzy	24:52	49:25	1:22:06							
6	Wagner	24:56	49:40	1:30:38							
11	Christie	38:08	1:28:20	2:44:30							
12	Cedrino	25:36	53:54								
X	Campbell	28:21									

1906

Cuban Race

12th February 1906 – Havana-San Cristobal: 212.12 miles (106.06 miles x 2 laps)

1	Victor Demogeot	Darracq	3h38m18
R	Maurice Bernin	90hp	puncture
R	Vincenzo Lancia	110 hp	mechanic thrown out
R	Cedrino	110 hp	rolled near Candelaria

Demogeot drove the same car with which Hemery had won the Circuit des Ardennes and Vanderbilt Cup in 1905. The race had been due to be held on the 11th, but heavy rain forced postponement. There were only four starters, and the cars were set off at intervals of three minutes, Bernin starting first at 10am, followed by Lancia, Cedrino and Demogeot. All went well until 52 km into the race at Artemisa, where Lancia's riding mechanic fell out crossing the railway track and broke his arm. Lancia returned to Guanajay, seeking a doctor, and retired. Lancia had reached Artemisa in 30¼ minutes, compared to Bernin's 34½ minutes, Cedrino's 34 minutes, and Demogeot's 37 minutes. Cedrino rolled his car a little further on near Candelaria when taking a sharp curve. Cedrino suffered internal injuries, and his riding mechanic a broken arm. Bernin reach San Cristobal first, but suffered a puncture on the return leg and retired. This left Demogeot as the only runner. He arrived back at Camp Columbia in 54 minutes, and completed the final lap alone except for three local cars which entered for a match race. In addition, there was a 108.75 mile race for lighter local cars for a prize of $15,000 put up by the owners of the three cars to compete, but this race was postponed for 1907.

I Targa Florio

5th May 1906 - Madonie: 277.42 miles (92.473 miles x 3 laps)

1	3	Alessandro Cagno	Itala	9h33m22.0, 29.08 mph
2	10	Ettore Graziani	Itala	10h05m32.2
3	5	Paul Bablot	Berliet	10h20m05.2
4	9	Victor Rigal	Itala	10h25m08.6
5	8	Pierre de Caters	Itala	10h38m26.2
6	2	Hubert le Blon	Hotchkiss HH	12h09m23.6
7	1	Vincenzo Lancia	FIAT	2 laps/fuel pipe
8	7	Maurice Fournier	Clement-Bayard	2 laps

Fastest Lap: Alessandro Cagno, 2h50m10.0 (32.61 mph)

Retirements

6	George Pope	Itala	0 laps/fuel pipe
4	Achille Fournier	Clement-Bayard	0 laps/crash

IX Grand Prix de l'Automobile Club de France

26-27 June 1906 - Le Mans: 1238.03 km (103.17 km x 12 laps)

Aggregate Result

1	3A	Ferenc Szisz	Renault AK	12h14m07.0, 101.19 kph
2	2B	Felice Nazarro	FIAT 130 hp	12h46m26.4
3	13A	Albert Clément	Clement Bayard 100 hp	12h49m46.2
4	5B	Jules Barillier	Brasier 105 hp	13h53m00.0
5	2A	Vincenzo Lancia	FIAT 130 hp	14h22m11.0
6	10A	George Heath	Panhard 130	14h47m45.4
7	5A	Paul Baras	Brasier 105 hp	15h15m50.0
8	1C	Arthur Duray	Lorraine-Dietrich	15h26m01.6
9	5C	"Pierry"	Brasier 105 hp	16h15m07.6
10	6A	Camille Jenatzy	Mercedes 120	16h18m42.8
11	6B	Mariaux	Mercedes 120	16h38m51.4

Fastest Lap: Paul Baras (Brasier 105 hp), 52m25.4

Not classified

12	1B Henry Rougier	Lorraine-Dietrich	11 laps/running

Retirements

3C	Claude Richez	Renault AK	8 laps/crash
12C	Elliot Shepard	Hotchkiss HH	7 laps/wheel
7A	Louis Rigolly	Gobron-Brillié 110 hp	7 laps/radiator
4A	Victor Hemery	Darracq 120 hp	7 laps/engine
10C	Georges Teste	Panhard 130	6 laps/rear spring hanger/crash
2C	Aldo Weilschott	FIAT 130 hp	5 laps/crash
6C	Conte Vincenzo Florio	Mercedes 120	5 laps/wheels
3B	J. Edmond	Renault AK	5 laps/driver injured
13B	A. Villemain	Clément-Bayard 100 hp	5 laps/wheels
10B	Henri Tart	Panhard 130	4 laps/
12A	Hubert le Blon	Hotchkiss HH	4 laps/wheel
13C	"De la Touloubre"	Clément-Bayard 100 hp	3 laps/gearbox
12B	Jacques Salleron	Hotchkiss HH	2 laps/wheel, crash
4B	Louis Wagner	Darracq 120 hp	2 laps/engine
8A	Alessandro Cagno	Itala 120 hp	2 laps/radiator
8C	Baron Pierre de Caters	Itala 120 hp	1 lap/wheel
1A	Fernand Gabriel	Lorraine-Dietrich	0 laps/radius rod
8B	Maurice Fabry	Itala 120 hp	0 laps/wheel, crash
9B	Civelli De Bosch	Gregoire 70 hp	0 laps/radiator
4C	Rene Hanriot	Darracq 120 hp	0 laps/engine

Did Not Start

11A	Barriaux	Vulpes	car overweight
9A	Philippe Tavenaux	Gregoire 70 hp	did not appear

Result - End of First Day

1	Ferenc Szisz	5h45m30.4
2	Albert Clément	6h11m40.6
3	Felice Nazzaro	6h26m53.0
4	Elliot Shepard	6h30m45.0
5	Jules Barillier	6h31m48.2
6	Claude Richez	6h35m47.0
7	George Heath	6h48m12.0
8	Georges Teste	7h01m52.4
9	Vincenzo Lancia	7h12m09.2
10	Victor Hemery	7h26m18.4

Fastest Lap: Paul Baras (Brasier), 52m25.4 (118.019 kph) on lap 1

Race leaders: Paul Baras lap 1 - lap 2
Ferenc Szisz lap 3 - lap 6

Result - Second Day Times

1	Felice Nazzaro	6h19m33.4
2	Ferenc Szisz	6h28m36.6
3	Albert Clément	6h38m06.2
4	Vincenzo Lancia	7h10m01.8
5	Jules Barillier	7h21m11.8
6	Arthur Duray	7h25m15.6
7	Paul Baras	7h34m07.0
8	George Heath	7h59m33.4
9	"Alexander Burton"	8h11m22.8
10	"Pierry"	8h16m02.6

Fastest Lap: Henry Rougier (Lorraine Dietrich), 53m16.6 (116.129 kph) on lap 3.

Race leaders: Mariaux lap 1
Albert Clément lap 2 - lap 5
Felice Nazzaro lap 6

N.B. - Camille Jenatzy handed over to "Alexander Burton" on second day

V Circuit des Ardennes

13 August 1906 - Bastogne: 961.18 km (137.31 km x 7 laps)

1	7 Arthur Duray	Lorraine-Dietrich	5h38m39.2, 170.29 kph
2	13 René Hanriot	Darracq 120 hp	5h40m21.0

3	12	Henri Rougier	Lorraine-Dietrich	5h50m11.4
4	5	Jules Barillier	Brasier 105 hp	5h50m27.0
5	17	Fernand Gabriel	Lorraine-Dietrich	5h52m14.0
6	3	Albert Clement	Clement-Bayard 100 hp	6h02m55.2
7	21	Marc Sorel	Lorraine-Dietrich	6h04m38.0
8	8	Louis Wagner	Darracq 120 hp	6h14m46.0
9	15	Otto Salzer	Mercedes 120	6h14m50.0
10	4	Camille Jenatzy	Mercedes 120	6h15m09.6
11	9	A. Villemain	Clement-Bayard 100 hp	6h32m40.6
12	14	Pierre Garcet	Clement-Bayard 100 hp	6h51m37.4

Fastest Lap: Louis Wagner (Darracq), 45m29.0 (181.13 kph)

Retirements

20	Paul Bablot	Brasier 105 hp	5 laps
2	Victor Hemery	Darracq 120 hp	2 laps
18	Victor Demogeot	Darracq 120 hp	2 laps/light car
10	"Alexander Burton"	Mercedes 120	1 lap
16	"Pierry"	Brasier 105 hp	1 lap
1	Robert d'Hespel	Corre	0 laps
11	Paul Baras	Brasier 105 hp	0 laps

Did Not Start

6	Theodore Pilette	Gregoire 70 hp	Did Not Appear
19	Foxhall Keene	Mercedes 120	Did Not Appear

I Circuito Siciliano Vetturette

5 September 1906 - Palermo: 395.81 km (395.81 km x 1 lap)

1	Conte Vincenzo Florio	de Dion-Bouton	7h25m12.0, 53.34 kph
2	Giasone Longoni	de Dion-Bouton	8h54m53.0
3	Paolo Tasca	de Dion-Bouton	10h14m28.0
4	Giovanni Stabile	de Dion-Bouton	11h26m38.0

Not Classified

5	Ragusa	Darracq	over time limit
6	A. Ribolla	Florentina	over time limit

Did Not Finish

	Norman Olsen	de Dion-Bouton	
	Giuseppe Giordano		
	Pisani		Did Not Start

II W.K.Vanderbilt American Elimination

22 September 1906 - Long Island: 478.15 km (47.815 km x 10 laps)

1	12	Joe Tracy	Locomobile Co	Locomobile	5h27m45, 87.53 kph
2	6	Hubert le Blon	E.R.Thomas Motor Co	Thomas	5h51m25
3	14	Harding Haynes	Haynes Automobile Co	Haynes	6h25m39
NC	2	Herbert Lyttle	Pope Motor Car Co	Pope-Toledo	8 laps
NC	5	Walter Christie	Direct Action Motor Car Co	Christie	7 laps
	11	Frank Lawwell	Oscar-Lear Automobile Co	Frayer-Miller	7 laps/DSQ/push start

Fastest Lap: Joe Tracy, 29m29.6 (97.21 kph)

Did Not Finish

4	Gustave Caillois	E.R.Thomas Motor Co	Thomas	5 laps
16	Richard Belden	Oscar-Lear Automobile Co	Frayer-Miller	4 laps
7	Montague Roberts	E.R.Thomas Motor Co	Thomas	4 laps
1	Keeler	Olds Motor Works	Oldsmobile	1 lap
3	Ralph Mongini	Matheson Motor Car Co	Matheson	0 laps
8	Frayer	Oscar-Lear Automobile Co	Frayer-Miller	0 laps
5		Maxwell-Briscoe Motor Co	Maxwell	Did Not Appear
10		Maxwell-Briscoe Motor Co	Maxwell	Did Not Appear
15		Breese, Lawrence & Moulton Co	BLM	Did Not Appear

N.B. - The race was stopped after the winner crossed the line due to the crowd invading the circuit. George Robertson had been due to compete, but crashed in practice on the 19th September. His car swerved wide at Hairpin term and hit a telegraph pole, throwing Robertson and his mechanician Arthur Warren from the car. Robertson broke his collar bone, and Warren two ribs.

III W.K. Vanderbilt Cup

6 October 1906 - Long Island: 769.91 km (76.991 km x 10 laps)

1	10	Louis Wagner	Darracq 120 hp	4h50m10.0, 159.20 kph
2	4	Vincenzo Lancia	FIAT 130 hp	4h53m28.0
3	18	Arthur Duray	Lorraine-Dietrich	4h53m44.0
4	15	Albert Clement	Clement-Bayard 100 hp	5h01m59.8
5	3	Camille Jenatzy	Mercedes 120	5h04m38.0
6	8	Felice Nazzaro	FIAT 130 hp	9 laps/running
7	12	Alessandro Cagno	Itala 120 hp	9 laps/running
8	1	Hubert le Blon	Thomas	9 laps/running

Fastest lap: Joe Tracy (Locomobile) 26m21.0 (108.872 kph) on lap 5

Not Classified

9	2	George Heath	Panhard 130	8 laps/running
10	9	Joe Tracy	Locomobile	8 laps/running
11	7	Karl Klaus Luttgen	Mercedes 120	8 laps/running
12	19	Maurice Fabry	Itala 120 hp	7 laps/running
13	17	Walter Christie	Christie	7 laps/running
14	14	Harding Haynes	Haynes	7 laps/running

Retirements

6	Elliot Shepard	Hotchkiss HH	6 laps/broke crankshaft
5	Frank Lawwell	Frayer-Miller	4 laps/broke fan
16	Aldo Weilschott	FIAT 130 hp	0 laps/crash

Did Not Start

11	Foxhall Keene	Mercedes 120	entry withdrawn

Race leaders: Louis Wagner lap 1 - lap 10.

N.B. - Again the race was stopped with the crowd invading the course. Over 100 pickpockets were arrested during the race and during the run up to it. They were all kept in a cottage by the police, and only let go when the crowds dispersed.
Elliott Shepard hit and killed a boy, Kurt L.Gruner, during the race, and there was much indignation expressed after the body was left to lie beside the course for the rest of the race due to the presence of racing cars. Some questioned whether Shepard should have been arrested for the accident, but Sheriff Galdersleeve of Nassau County stated that he would not do so unless orderd to by Justice Remsen was was acting as coroner. It was believed that manslaughter charges would not hold, as Shepard was driving at a speed authorised by law, and even if he could have swerved to avoid the boy, he could have only done so by turning his car into the crowd.
As a result, there was much speculation as to whether another big international event could be held in the US without either the help of the military in crowd control, or without the construction of a new course on private land. This led to the construction of the Long Island Motor Parkway for $2,000,000, which opened for the Vanderbilt Cup race of 1908.
In addition to all of this, the Vanderbilt Cup race was also accused of being responsible for a dull day on the New York Stock Exchange!

Coupe des Voiturettes

12 November 1906 - Rambouillet: 377.311 km (53.902 km x 7 laps)

1	6	Georges Sizaire	Sizaire-Naudin	4h00m07s, 94.282 kph
2	14	Menart-Lucas	Delage (de Dion)	4h05m40
3	12	Giosue Guippone	Lion-Peugeot	4h11m41
4	18	Jules Goux	Lion-Peugeot	4h38m25
5	7	Pellegrin	Auto-Stand (de Dion)	4h50m22
6	10	Barriaux	Vulpes (Fouillaron)	4h53m42
7	20	Chesny	Sizaire-Naudin	5h02m34

8	21	Aime	Lion-Peugeot	5h21m33
9	11	Gillet	Fouillaron	7h11m34
10	16	Tiercelin	Alcyon	7h16m53

Fastest Lap: Georges Sizaire (Sizaire-Naudin), 32m27s (99.66 kph)

Did Not Finish

	5	Carlo Anzani	Alcyon

Did Not Qualify

	3	Pessoneau	Delage	crash
	8	le Metais	le Metais	crash
	17	Louis Naudin	Sizaire-Naudin	crash
	22	Henri Bailleau	Bailleau (de Dion)	

Did Not Appear

	1	Petey	Bolide (de Dion)
	2	Meline	Ibis
	4	Civelli de Bosch	Civelli de Bosch
	9	Aubert	Mieusset
	13	Carnier	Bolide (de Dion)
	15	F. de Bazelaire	Civelli de Bosch
	19	Magne	Civelli de Bosch

Race leaders: Georges Sizaire lap 1 - lap 7

N.B.
1) The cars had to qualify for this race by travelling round a 20 mile triangle eight times a day for six days at an average speed of 30 kph.
2) Race was also known as the Coupe de L'Auto.

1907

I Coppa delle Vetturette

18 April 1907 - Madonie: 184.95 miles (92.475 miles x 2 laps)

Voiturette Race

1	18	Louis Naudin	Sizaire-Naudin	7h47m09.8, 23.75 mph
2	4	Vincenzo Florio	de Dion-Bouton	8h03m09.0
3	3	Giovanni Stabile	de Dion-Bouton	9h10m45.0
4	12	G.Mollica	de Dion-Bouton	11h39m00.0
R	10	A.Ribolla	Florentia	1 lap
R	9	Tortima	Lion-Peugeot	1 lap
R	20	Norman Olsen	de Dion-Bouton	1 lap
R	2	Ronzoni	Lion-Peugeot	1 lap
R	15	Maurizio Riva	de Dion-Bouton	1 lap
R	13	Paolo Tasca	de Dion-Bouton	1 lap
R	5	Franco Nebbiolo	de Dion-Bouton	1 lap
R	14		Lion-Peugeot	1 lap
R	16		de Dion-Bouton	0 laps
R	6	Georges Sizaire	Sizaire-Naudin	0 laps
	1			DNA
	7			DNA
	8			DNA
	11			DNA
	17			DNA
	19		de Dion-Bouton	DNA

Fastest Lap: Louis Naudin, 3h51m07.8 (24.01 mph)

II Targa Florio

22nd April 1907 - Madonie: 277.42 miles (92.473 miles x 3 laps)

1	20B	Felice Nazzaro	Fiat	8h17m36.4, 33.61 mph
2	20A	Vincenzo Lancia	Fiat	8h29m29.4
3	21B	Maurice Fabry	Itala	8h32m47.6
4	11A	Arthur Duray	Lorraine-Dietrich	8h39m07.4
5	21A	Alessandro Cagno	Itala	8h39m16.2
6	11B	Fernand Gabriel	Lorraine-Dietrich	8h39m46.2
7	7D	Giuseppe Tamagni	Isotta-Fraschini	8h41m45.6
8	20C	Aldo Weilschott	Fiat	8h42m52.4
9	7C	Marc Sorel	Isotta-Fraschini	8h52m10.6
10	7B	Ferdinando Minoia	Isotta-Fraschini	8h53m19.6
11	9A	Pierre Garcet	Clement-Bayard	8h53m41.0
12	4A	Enrico Maggioni	Zust	9h00m07.4
13	14A	Domenico Masino	de Luca-Daimler	9h01m22.2
14	19A	Dureste	Gobron-Brillie	9h10m24.0
15	23A	Fritz Erle	Benz	9h11m15.6
16	8B	Vittorio Gremo	Junior	9h13m38.4
17	23C	Dietrich Spamann	Benz	9h15m56.6
18	16A	Felice Buzio	Diatto-Clement	9h20m05.4
19	9B	Richard Gaudeman	Clement-Bayard	9h29m00.4
20	14C	Hubert le Blon	de Luca-Daimler	9h31m32.4
21	4B	Mario Conti	Zust	9h37m59.4
22	9C	Leon Collinet	Clement-Bayard	9h39m17.2
23	6B	Gallina	Rapid	9h50m10.0
24	23B	Clemente de Bojano	Benz	9h53m08.6
25	4C	Leonina du Zara	Zust	9h58m53.6
26	14B	Victor Hemery	de Luca-Daimler	10h16m15.4
27	17A	Gaste	Radia-L'Automotrice	10h33m25.0
28	17B	Edoardo Marnier	Radia-L'Automotrice	10h49m12.8
29	19B	Favre	Gobron-Brillie	11h17m15.6
30	1B	Carlo Pizzagalli	Rolland-Pilain	11h41m53.0

Fastest Lap: Felice Nazzaro, 2h41m01.0 (34.46 mph)

Retirements

3A	Louis Wagner	Darracq	2 laps/half shaft
8C	Guido de Martino	Junior	2 laps
6A	Ernesto Ceirano	Rapid	2 laps
19C	Douet	Gobron-Brillie	2 laps
2A	Fritz von Opel	Opel	1 lap
7A	Vincenzo Trucco	Isotta-Fraschini	1 lap
3B	Rene Hanriot	Darracq	1 lap/half shaft
6C	Tallio Cariolato	Rapid	1 lap
8A	Francesco Tololli	Junior	0 laps
10A	Victor Rigal	Berliet	0 laps
10B	Jean Porporato	Berliet	0 laps
18A	Otto Hyeronimus	Gaggenau	0 laps
1A	Philippe Savion	Rolland-Pilain	0 laps
22A	Bernhard Caspar	Ajax	0 laps
18B	Hube	Gaggenau	0 laps
4D	Giancarlo Capuggi	Zust	0 laps

Did Not Appear

5A	Paul Rivierne	Couverchal
12A		Metallurgique
13A	Besson	Lucia
15A	Picklen	Charron

Moscow-St.Petersburg

7th June 1907

1	Arthur Duray	Lorraine-Dietrich 60 hp

I Kaiser Preis

13th-14th June 1907 - Taunus: 2 Heats of 2 laps (146.30 miles). Final of 4 laps (292.60 miles)

Heat 1

1	8A	Vincenzo Lancia	Fiat	2h56m17, 49.79 mph
2	3A	Fritz von Opel	Opel	3h01m00
3	16A	Lucien Hautvast	Pipe	3h02m56
4	19A	P.Geller	Adler	3h02m56
5	35A	Alessandro Cagno	Itala	3h07m26
6	37A	Hugo Wilhelm	Metallurgique	3h08m05
7	3B	Carl Jorns	Opel	3h10m08
8	26A	R.Schmidt	Eisenach	3h11m39
9	14A	Vincenzo Florio	Darracq	3h11m50
10	7A	Victor Hemery	Benz	3h12m52
11	10A	Moore Brabazon	Minerva	3h14m56
12	13A	Fernand Gabriel/ Arthur Duray	Lorraine-Dietrich	3h16m01
13	15A	Gerhard Adelberger	Protos	3h34m20
14	6A	Marc Jeannin	Sun	3h35m18
15	40A	Henze	Imperia	3h37m43
16	31A	Douet	Gobron-Brillie	3h41m36
17	1A	F.Schmidt	Durkopp	3h44m41
18	33A	Gianmaria Tomaselli	Bianchi	3h48m25
19	34A	Camille Jenatzy	Mercedes	3h50m55
20	32A	Beutler	Martini	3h57m06
21	41A	Saze	Graf und Stift	3h58m54
22	20A	Ferey	Vinot	3h59m52
23	22A	Emil Mathis	Mathis	4h03m17
24	23A	Franz Kirchheim	Ehrhardt	4h16m01
25	12A	A.Lavergne	Mors	4h28m25
R	1B	Rudolf Oelerisch	Durkopp	1 lap
R	18A	B.Buckner	Horch	1 lap
R	4A	Taddioli	Rebour	1 lap
R	42A	Carl Fritsch	NAG	1 lap
R	5A	Flohr	Argus	0 laps
R	9A	"Alexander Burton"	Mercedes	0 laps
R	11A	A.Villemain	Martin-Lethimonnier	0 laps
R	27A	Vincenzo Trucco	Isotta-Fraschini	0 laps
R	28A	Enrico Maggioni	Zust	0 laps
R	29A	Oliver Bush	Daimler	0 laps
R	30A	Emile Stricker	Porthos	0 laps
R	36A	Otto Hyeronymous	Gaggenau	0 laps

R	7B	Dietrich Spamann	Benz	0 laps
R	39A	Lord Glentworth	Napier	0 laps
	2A		Junior	DNA
	2B		Junior	DNA
	4B		Rebour	DNA
	17A	Carlo Raggio	FLAG	DNA
	17B		FLAG	DNA
	17C		FLAG	DNA
	19A	P.Geller	Adler	DNA
	21A	Wladin	Rochet-Schneider	DNA
	24A	Boschis	Breuetti-Fiat	DNA
	25A	Leon Collinet	Aries	DNA
	25B	Jean Vallee	Aries	DNA
	28B	Marco Conti	Zust	DNA
	37C	Bussing	Metallurgique	DNA
	38A	G.Busson	Lucia	DNA
	7C	Schulz	Benz	Alternative Driver
	9B	Ferdinand Porsche	Mercedes	Alternative Driver
	19C	Christer Junk	Adler	Alternative Driver
	42B	R.Scholz	NAG	Alternative Driver
	1C	Beneslav Jarosch	Durkopp	

Fastest Lap: Vincenzo Lancia, 1h26m17 (50.87mph)

Heat 2

1	8B	Felice Nazzaro	Fiat	2h50m11, 51.60mph
2	8C	Louis Wagner	Fiat	2h56m55
3	16C	C.Deplus	Pipe	3h01m45
4	13C	Arthur Duray	Lorraine-Dietrich	3h09m45
5	34B	Willy Poege	Mercedes	3h09m56
6	34C	Otto Salzer	Mercedes	3h11m37
7	35C	Maurice Fournier	Itala	3h12m32
8	27B	Ferdinando Minoia	Isotta-Fraschini	3h12m42
9	10C	Albert Guyot	Minerva	3h13m01
10	13B	Henri Rougier	Lorraine-Dietrich	3h13m27
11	35B	Maurice Fabry	Itala	3h14m20
12	26B	Salmann	Eisenach	3h14m21
13	3C	Michel	Opel	3h19m05
14	29B	G.Ison	Daimler	3h25m28
15	32B	Beck	Martini	3h25m43
16	33B	Carlo Maserati	Bianchi	3h27m02
17	14C	Brauda	Darracq	3h28m00
18	42B	W Salzer	NAG	3h31m34
19	21B	Viton	Rochet-Schneider	3h32m33
20	31B	F.Terry	Gobron-Brillie	3h35m54
R	19C	Dietrich Goebel	Adler	1 lap
R	23B	K.Beireis	Ehrhardt	1 lap
R	7C	Clemente de Bojano	Benz	1 lap
R	18B	H.Hoffmann	Horch	1 lap
R	11B	Ducon	Martin-Lethimonnier	0 laps
R	36B	David Lucke	Gaggenau	0 laps
R	18C	Wilhelm Krapff	Horch	0 laps
R	27C	Giuseppe Tamagni	Isotta-Fraschini	0 laps
R	29C	Hodierne	Daimler	0 laps
R	36C	Robl	Gaggenau	0 laps
R	42C	H.Ernecke	NAG	0 laps

Fastest Lap: Felice Nazzaro, 1h24m10 (52.15mph)

Final

1	8B	Felice Nazzaro	Fiat	5h34m28.2, 52.50 mph
2	16A	Lucien Hautvast	Pipe	5h39m12.4
3	3B	Carl Jorns	Opel	5h39m51.0
4	3C	Michel	Opel	5h49m36.8
5	8C	Louis Wagner	Fiat	5h50m54.8
6	8A	Vincenzo Lancia	Fiat	5h51m03.6
7	27B	Ferdinando Minoia	Isotta-Fraschini	5h53m20.2
8	35C	Maurice Fournier	Itala	5h53m20.2
9	34C	Otto Salzer	Mercedes	5h57m34.8
10	35A	Alessandro Cagno	Itala	5h59m14.0
11	26A	R.Schmidt	Eisenach	6h03m32.2
12	32A	Beutler	Martini	6h07m12.4
13	13B	Henri Rougier	Lorraine-Dietrich	6h08m17.0
14	34A	Camille Jenatzy	Mercedes	6h08m56.4
15	32B	Beck	Martini	6h20m15.8

16	35B	Maurice Fabry	Itala	6h28m59.6
17	33A	Gianmaria Tomaselli	Bianchi	6h32m47.4
18	42B	W Salzer	NAG	6h35m34.4
19	1A	F.Schmidt	Durkopp	6h46m47.4
20	31B	F.Terry	Gobron-Brillie	6h56m08.2
21	15A	Gerhard Adelberger	Protos	7h13m10.0
NC	16C	C.Deplus	Pipe	3 laps/retired
NC	33B	Carlo Maserati	Bianchi	3 laps/retired
NC	21B	Viton	Rochet-Schneider	3 laps/retired
NC	40A	Henze	Imperia	3 laps
R	31A	Douet	Gobron-Brillie	2 laps
R	3A	Fritz von Opel	Opel	2 laps
R	19A	P.Geller	Adler	2 laps
R	26B	Salmann	Eisenach	2 laps
R	7A	Victor Hemery	Benz	1 lap
R	10C	Albert Guyot	Minerva	1 lap
R	13C	Arthur Duray	Lorraine-Dietrich	1 lap
R	14C	Brauda	Darracq	1 lap
R	29B	G.Ison	Daimler	1 lap
R	10A	Moore Brabazon	Minerva	0 laps
R	13A	Fernand Gabriel/ Arthur Duray	Lorraine-Dietrich	0 laps
R	14A	Vincenzo Florio	Darracq	0 laps
R	34B	Willy Poege	Mercedes	0 laps
R	37A	Hugo Wilhelm	Metallurgique	0 laps
	6A	Marc Jeannin	Sun	DNS

Fastest Lap: Vincenzo Lancia, 1h21m55.6 (53.50 mph)

X Grand Prix de l'Automobile Club de France

2 July 1907 - Dieppe: 477.48 miles (47.748 miles x 10 laps)

1	F2	Felice Nazzaro	Fiat	6h46m33.0, 70.61mph
2	R1	Ferenc Szisz	Renault AK	6h53m10.6
3	B2	Paul Baras	Brasier	7h05m05.6
4	LD1	Fernand Gabriel	Lorraine-Dietrich	7h11m39.0
5	D3	Victor Rigal	Darracq	7h12m36.4
6	D2	Gustave Caillois	Darracq	7h15m58.6
7	B1	Jules Barillier	Brasier	7h27m54.0
8	BC1	Pierre Garcet	Clement-Bayard	7h34m17.0
9	BC3	Elliot Shepard	Clement-Bayard	7h39m56.2
10	M3	Victor Hemery	Mercedes	8h25m25.0
11	MB3	Courtade	Motobloc	8h48m33.6
12	B3	Paul Bablot	Brasier	9h12m59.6
13	R3	Claude Richez	Renault AK	9h30m52.4
14	GE2	Degrais	Germain	9h50m36.4
15	GE3	Francois-Marie Roch-Brault	Germain	10h10m45.0
16	C1	Joseph Collomb	Corre	10h24m56.7
17	GE1	Perpere	Germain	10h53m42.0
R	F1	Vincenzo Lancia	Fiat	9 laps/clutch
R	M2	Otto Salzer	Mercedes	9 laps
R	LD1	Arthur Duray	Lorraine-Dietrich	8 laps/bearing
R	PL3	Dutemple	Panhard	8 laps
R	M1	Camille Jenatzy	Mercedes	7 laps
R	MB1	Pierron	Motobloc	7 laps
R	DM1	Frederic Dufaux	Marchand	7 laps
R	R2	Henry Farman	Renault AK	7 laps
R	D1	Rene Hanriot	Darracq	6 laps/engine
R	LD3	Henri Rougier	Lorraine-Dietrich	5 laps
R	GB1	Louis Rigolly	Gobron-Brillie	5 laps
R	W2	Pryce Harrison	Weigel	5 laps
R	MB2	Page	Motobloc	5 laps
R	P1	Emile Stricker	Porthos	4 laps/steering
R	BC2	Alezy	Clement-Bayard	4 laps
R	WC1	Walter Christie	Christie	4 laps
R	F3	Louis Wagner	Fiat	3 laps/valve gear
R	W1	Gregor Laxen	Weigel	3 laps/wheel
R	PL2	Hubert le Blon	Panhard	3 laps/driver injury
R	PL1	George Heath	Panhard	1 lap/engine
	A1		Aquila	DNA - car damaged in transit
	BC2	Albert Clement	Clement-Bayard	Alternative Driver
	D3	Marius Pin	Darracq	Alternative Driver
	R2	J.Edmond	Renault AK	Alternative Driver

Fastest Lap: Arthur Duray, 37m59.8 (75.40 mph)

The signal to start was given by six small saluting cannon mounted opposite the tribune, with cars being let off at one minute intervals. During the race, Bablot and Richez collided when descending the hill at Ancourt – both cars left the road, but continued. When Jenatzy's tyre blew, the remains hit a female spectator, seriously injuring her.

I Coupe de la Commission Sportive

2 July 1907 - Dieppe: 286.49 miles (47.748 x 6 laps)

1	D1	de Langhe	Darracq	5h13m25.4, 54.84 mph
2	LB2	Mottard	La Buire	5h26m09.4
3	D2	Victor Demogeot	Darracq	5h27m26.4
4	LB3	Sibour	La Buire	5h29m02.0
5	LB1	Dumaine	La Buire	5h45m40.0
6	P1	Colin Defries	Porthos	6h25m10.0
R	H2	Moulin	HISA-Hermes	2 laps
R	GF1	"de la Touloubre"	Gillet-Forest	0 laps
	H1		HISA-Hermes	DNA

Fastest Lap: de Langhe, 48m56.6 (58.54 mph)

VI Circuit des Ardennes (for Kaiser Preis cars)

25 July 1907 - Bastogne: 371.20 miles (53.029 miles x 7 laps)

1	18	Moore Brabazon	Minerva	6h14m05, 59.54 mph
2	11	Koolhaven	Minerva	6h14m42
3	24	Kenelm Lee Guinness	Minerva	6h15m24
4	16	Rene Hanriot	Benz	6h16m06
5	2	Otto Hyeronymous	Gaggenau	6h23m27
6	1	Warwick Wright	Minerva	6h27m54
7	21	Henze	Imperia	7h00m51
R	5	Schulz	Imperia	6 laps
R	15	de Guise	Imperia	6 laps
R	10	Hugo Wilhelm	Metallurgique	6 laps
R	25	Andre Pilette	Mercedes	6 laps
R	13	Gerhard Adelberger	Adler	5 laps
R	20	Bartel	Adler	5 laps
R	17	Deplus	Pipe	4 laps
R	12	Robl	Gaggenau	4 laps
R	9	Lucien Hautvast	Pipe	3 laps
R	23	Camille Jenatzy	Pipe	3 laps
R	22	Dietrich Spamann	Benz	2 laps
R	3	Geisinger	Adler	1 lap
R	7	Victor Hemery	Benz	1 lap
R	4	Jean Vallee	Aries	1 lap
R	14	A.Villemain	Aries	0 laps
R	19	Piccoli	Gaggenau	0 laps
	6			Did Not Appear
	8			Did Not Appear

Fastest Lap: Kenelm Lee Guinness, 47m59 (66.31 mph)

VI Circuit des Ardennes (for Grand Prix cars)

27 July 1907 - Bastogne: 371.20 miles (53.029 miles x 7 laps)

1	12	Pierre de Caters	Mercedes	6h29m10
2	11	Kenelm Lee Guinness	Darracq	6h30m34
3	15	Camille Jenatzy	Mercedes	6h49m40
4	13	Lammine	Lammine-Duchesne	7h22m20
R	14	Gregor Laxen	Weigel	5 laps
R	10	Pryce Harrison	Weigel	5 laps

Fastest Lap: Camille Jenatzy, 47m48 (66.60 mph) on lap 1

Liederkerke Cup

27 July 1907 - Bastogne

1	Porlier	Minerva	77.13 kph
2	J.T.C.Moore-Brabazon	Minerva	
3	Wilford	Vivinius	

N.B. - 9 contestants, 3 finishers

I Corsa Siciliano Vetturette

13 August 1907 - Palermo: 152.86 miles (152.86 miles x 1 lap)

Voiturette Race

1	Vincenzo Florio	de Dion-Bouton	6h45m17.8, 22.63mph
2	Giovanni Stabile	de Dion-Bouton	6h58m49.4
3	Paolo Tasca	de Dion-Bouton	8h07m40.8
4	Francesco Cammarata	de Dion-Bouton	
5	Angelo d'Angelo		
	7 other starters		

III Coppa Florio

1 September 1907 - Brescia: 301.80 km (37.725 km x 8 laps)

for Kaiser Preis cars

1	5B Ferdinando Minoia	Isotta-Fraschini	4h39m53.8
2	16C Victor Hemery	Benz	4h49m49.0
3	16B René Hanriot	Benz	4h57m47.8
4	5A Vincenzo Trucco	Isotta-Fraschini	5h05m56.2
5	4A Viton	Rochet-Schneider	5h06m55.2
6	4B Maurice Thieulin	Rochet-Schneider	5h07m25.6
7	2B Victor Demogeot	Darracq	5h10m43.4
8	2A Guido Airoldi	Darracq	5h15m12.2
9	8B Carlo Maserati	Bianchi	5h17m13.4
10	16A Fritz Erle	Benz	5h48m17.4
11	11B Domenico Piccoli	Gaggenau	5h51m19.4
12	13B Oberto Piccioni	Junior	5h52m37.0
13	3B Wild	Wolsit	5h54m23.0
14	12A Gallina	Rapid	5h57m00.0
R	1B Giuseppe Venezia	SPA	7 laps
R	1C Bernardo Appendino	SPA	5 laps
R	1A Ernesto Ceirano	SPA	5 laps
R	13C Brun	Junior	5 laps
R	11C Coni	Gaggenau	4 laps
R	13A Giuseppe Tamagni	Junior	4 laps
R	6B Maurice Fabry	Itala	3 laps
R	8C Anderloni	Bianchi	3 laps/puncture
R	15A R. Schmidt	Eisenach	3 laps
R	6A Alessandro Cagno	Itala	2 laps
R	3C George	Wolsit	2 laps
R	11A Otto Hieronymus	Gaggenau	1 laps/crash
R	12B Sergio Primavesio	Rapid	1 laps/crash
R	3A Jo Durlacher	Wolsit	1 laps/crash
R	6C Maurice Fournier	Itala	1 laps
R	10C Guido de Martino	Brixia-Zust	1 laps/fatal crash
R	9A Marc Sorel	Isotta-Fraschini	0 laps
R	10A Enrico Maggioni	Brixia-Zust	0 laps
R	8A Giuseppe Tomaselli	Bianchi	0 laps
	5C Marc Sorel	Isotta-Fraschini	DNA
	7A Jean Vallée	Ariès	DNA
	7B	Ariès	DNA
	7C	Ariès	DNA
	10B D. Conti	Brixia-Zust	DNA
	12C Riccardi	Rapid	DNA
	14A Isan	de Luca	DNA
	14B Carlo Pizzagalli	de Luca	DNA
	14C	de Luca	DNA

Fastest Lap: Ferdinando Minoia, 33m34 (67.43 mph)

Hieronymus crashed while trying to overtake Tomaselli - he drove into the back of him, sustaining a fractured nose and damaging both cars. Durlacher crashed when he misjudged a turn and drove off a railway bridge and onto the tracks beneath. He was badly injured. Guido de Martino, an Italian Baron, was killed when he left the road at speed and hit a tree.

I Coppa Velocita di Brescia

2 September 1907 - Brescia: 301.80 km (37.725 km x 8 laps)

for Grand Prix cars

1	3A	Alessandro Cagno	Itala	4h37m36.6
2	5A	Victor Demogeot	Darracq	4h40m53.4
3	1B	René Hanriot	Benz	4h57m47.8
4	1C	Fernand Gabriel	Lorraine-Dietrich	4h50m35.0
5	4B	J. Alézy	Clément-Bayard	4h53m58.2
6	4A	Pierre Garcet	Clément-Bayard	4h59m22.0
R	1A	Arthur Duray	Lorraine-Dietrich	6 laps/fire
R	3C	Maurice Fabry	Itala	5 laps
R	4C	Elliot Shepard	Clément-Bayard	4 laps/crash
R	3B	Henri Fournier	Itala	4 laps
R	2A	Felice Buzio	Diatto-Clément	4 laps
R	6A	Ernesto Ceirano	SPA	4 laps
R	6B	Gian-Battista Raggio	SPA	2 laps
R	6C	Matteo Ceirano	SPA	2 laps
	7A	Paul Baras	Brasier	DNA
	7B	Jules Barillier	Brasier	DNA
	7C	Paul Bablot	Brasier	DNA

Fastest Lap: Alessandro Cagno, 31m31.0 (71.80 mph) on lap 3

I Corsa Vetturette Madonie

21 October 1907 - Madonie: 184.95 miles (92.475 miles x 2 laps)

Voiturette Race

1	Paolo Tasca	de Dion-Bouton	7h16m18.0, 25.44mph
2	Francesco Cammarata	de Dion-Bouton	7h37m02.0
3	Giovanni Stabile	de Dion-Bouton	8h11m55.0
4	Guido Airoldi	de Dion-Bouton	9h09m21.0
R	Norman Olsen	de Dion-Bouton	1 lap/water pump
R	Vincenzo Florio	de Dion-Bouton	1 lap/front axle
R	G.Mollica	de Dion-Bouton	0 laps/engine
R	Giuseppe de Seta	de Dion-Bouton	0 laps/propellor shaft

Fastest Lap: Paolo Tasca, 3h36m28.0 (25.63mph)

II Coupe des Voiturettes

28 October 1907 - Rambouillet: 189.13 miles (21.01 miles x 9 laps)

Voiturette Race

1	42	Louis Naudin	Sizaire-Naudin	4h38m52.8, 40.69mph
2	16	Georges Sizaire	Sizaire-Naudin	4h40m30.4
3	48	Jules Goux	Lion-Peugeot	4h41m43.0
4	28	Henri Cissac	Alcyon	4h46m24.8
5	1	Victor Rigal	Werner-de Dion	4h50m00.0
6	29	Giosue Guippone	Lion-Peugeot	4h51m49.8
7	39	Lucas-Bonnard	Delage	4h52m38.6
8	36	le Francois	Corre-de Dion	5h07m22.0
9	66	Duvernoy	Lion-Peugeot	5h09m43.2
10	50	Leon Molon	Werner-de Dion	5h11m11.0
11	31	de Langhe	Werner-de Dion	5h18m02.0
12	11	Rene Thomas	Prima	5h20m27.2
13	60	Lebouc	Sizaire-Naudin	5h30m09.2
14	34	Laly	Vulpes-de Dion	5h39m20.0

15	61	Inghilbert	Demeester	5h43m20.0
16	20	Joao da Costa	Botys-de Dion	5h47m17.0
17	52	Reyrol	Passe-Partout de Dion	5h47m18.0
18	33	Lecerf	Passe-Partout de Dion	5h47m20.0
19	13	Menard	Delage	5h51m32.6
20	8	Barriaux	Vulpes-de Dion	5h52m44.0
21	46	de Marne	Gregoire	6h01m47.0
22	40	Pennette	le Metais-de Dion	6h07m41.0
23	22	Boris	Orel	6h09m45.0
24	43	Rene Champoiseau	Demeester	6h12m10.0
25	47	Gatoux	Alcyon	6h13m52.0
26	64	Salvator	Gregoire	6h17m00.0
27	14	Carlo Anzani	le Metais-de Dion	6h21m44.0
28	44	Lachiche	Orel	6h31m36.0
29	53	Dogue	Vulpes-de Dion	6h36m51.0
30	5	Behr	Passe-Partout de Dion	6h59m54.0
31	7	Grillet	Fouillaron-de Dion	7h20m33.0
32	49	Robert	Bailleau-de Dion	7h45m00.0
33	58	Albert	le Metais-de Dion	8 laps

Fastest Lap: Georges Sizaire, 28m11.0 (45.03 mph

Did Not Finish

26	de Lugny	la Gauloise-de Dion	7 laps
67	Bonnel	Bailleau-de Dion	6 laps
32	Rene Bousquet	Doriot-Flandrin	4 laps/wheel
57	Pellegrin	Delage	4 laps/fuse
37	Montant	Prima	4 laps
4	Marnemont	Sylvia-de Dion	3 laps/ignition
2	Francois Giraud	Berujeau	1 lap/valve
24	"de la Touloubre"	Guillemin	1 lap

Did Not Qualify

3	Antoine	Doriot-Flandrin	crash
6	Bardin	Truffault-de Dion	
9	F.de Bazelaire	de Bazelaire	
12	Thomas Schweitzer	Simpar-de Dion	
15	J.Dubois	Clesse	
18	Maringue	Lacoste et Battmann de Dion	crash
19	Richard	Stimula-de Dion	over time limit
21	H.Demeester	Demeester	
23	Mattei	l'Eclipse-de Dion	
25	Lambur	Turicam	
27	Renonce	Gregoire	
30	Henri Bailleau	Bailleau-de Dion	
38	Pons	Simpar-de Dion	
41	Merville	Clesse	
45	Drin	Guillemin	
51	Alexander Dresse	Doriot-Flandrin	
55	Dupuis	Corre-de Dion	
56	Lambrecht	Prima	
59	Micot	Clesse	
62	Wiltbreti	Orel	
63	Doret	Guillemin	
65	Metargy	Alcyon	

Did Not Arrive

17	Soulier	Eureka-de Dion
35	Saint-Didier	de Bazelaire
54	Marc de Crozier	de Bazelaire

1908

I Corsa Vetturette Torino

26 January 1908 - Turin: 111.85 miles (22.37 miles x 5 laps)

Voiturette Race

1	Giosue Guippone	Lion-Peugeot	4h01m02.0, 27.84 mph
2	Henri Cissac	Alcyon	4h32m20.2

Fastest Lap: Giosue Guippone, 42m24.8 (29.09 mph)

Did Not Finish

Schmidt	Padus	3 laps
Badala	Padus	2 laps
Louis Naudin	Sizaire-Naudin	2 laps
Saja	Padus	1 lap
Rigoulot	Lion-Peugeot	1 lap
Duvernoy	Lion-Peugeot	0 laps

III Targa Florio

18th May 1908 - Madonie: 277.42 miles (92.473 miles x 3 laps)

1	7A Vincenzo Trucco	Isotta-Fraschini	7h49m26.6
2	1A Vincenzo Lancia	FIAT	8h02m41.0
3	5B Ernesto Ceirano	SPA	8h09m13.2
4	8A Jean Porporato	Berliet	8h22m33.0
5	7C Vittorio Giovanzi	Isotta-Fraschini	8h38m27.0
6	3A Giuseppe Tamagni	Junior	9h56m09.6
7	6B Carlo Pizzagalli	Itala	10h06m06.0

Fastest Lap: Felice Nazzaro, 2h33m03.0 (36.25 mph) on lap 1

Retirements

1B Felice Nazzaro	FIAT	2 laps/steering pivot
9A Enrico Maggioni	Brixia-Zust	2 laps
5A Giovanni-Battista Raggio	SPA	1 lap
5C Giuseppe Venezia	SPA	1 lap
2A Tullio Cariolato	Franco	1 lap
7B Ferdinando Minoia	Isotta-Fraschini	0 laps

Did Not Appear

4A Ragusa	Darracq
6A Francesco Cammarata	Itala

II Corsa Vetturette Madonie

10 May 1908 - Madonie: 184.95 miles (92.475 miles x 2 laps)

Voiturette Race

1	8	Giosue Guippone	Lion-Peugeot	6h31m30.0, 28.50 mph
2	2	Francesco Cammarata	de Dion-Bouton	6h50m49.6
3	4	Paolo Tasca	de Dion-Bouton	7h08m07.4
4	6	Guido Airoldi	de Dion-Bouton	7h11m39.0
5	9	Norman Olsen	de Dion-Bouton	8h07m06.6
6	10	Duvernoy	Lion-Peugeot	8h40m25.0

Fastest Lap: Georges Sizaire, 3h00m26.6 (30.75 mph)

Did Not Finish

11	G.Mollica	de Dion-Bouton	1 lap
3	Vincenzo Florio	de Dion-Bouton	1 lap/steering gear

7	Georges Sizaire	Sizaire-Naudin	1 lap/crash
5	Georges Boillot	Lion-Peugeot	0 laps
1	Louis Naudin	Sizaire-Naudin	0 laps/crash

Did Not Arrive

12	Giuseppe de Seta	de Dion-Bouton	driver ill
13		Ronzoni-Montalbino	car not ready
14		Ronzoni-Montalbino	car not ready

Alternative Driver

11	Giovanni Stabile	de Dion-Bouton

St.Petersburg-Moscow Race

19 May 1908 - St.Petersburg-Moscow: 438.25 miles

1	3	Victor Hemery	Benz	8h33m48 (class I)
2	1	Victor Demogeot	Darracq	8h44m00 (class I)
3	13	Louis Wagner	FIAT	9h49m48 (class II)
4	23	Fokin	FIAT	12h36m00 (class III)
5	30	Otto Hieronymus	Laurin-Klement	13h03m00 (class IV)
6	25	Primavesi	Diatto-Clément	13h08m12 (class III)
7	24	Tschoudoff	Berliet	13h17m48 (class III)
8	16	Eros	SPA	14h29m00 (class II)
9	17	Buchner	NAG	16h01m12 (class II)

Retirements

Class I (four cylinder cars above 130mm bore)

6	Bichoff	Argus
7	Henry Rougier	Lorraine-Dietrich
4	Arthur Duray	Lorraine-Dietrich
11	Charles Jarrott	Lorraine-Dietrich
8	Jean Porporato	Berliet
10	Lescur	Mercedes
2	Vincenzo Florio	FIAT
5	Bosardé	FIAT

Class II (four cylinder cars from 107mm to 130mm bore)

15	Adalline	Berliet
12	Vetchenin	Brasier
18	Mikailoff	Berliet
19	de Langhe	Darracq
14	Jemlitchka	Berliet

Class III (four cylinder cars from 87mm to 106 mm bore)

20	de Barres	La Buire
21	Schuster	Humber
22	Lundberg	Nagant

Class IV (four cylinder cars up to 86mm bore)

28	Schlicht	Loreley
27	Boutchin	Laurin-Klement
26	Effron	Werner

I Copa Catalunya

28 May 1908 - Sitges: 156.59 miles (17.40 miles x 9 laps)

Voiturette Race

1	3	Giosue Guippone	Lion-Peugeot	4h23m30, 35.51 mph
2	14	Braussolles	de Dion-Bouton	4h31m07
3	15	Rodriguez	Lion-Peugeot	4h34m50
4	18	Dupont	de Dion-Bouton	4h55m13
5	1	Abadal	Lion-Peugeot	4h56m23
6	16	Rafols	Lion-Peugeot	5h00m05
7	19	Georges Boillot	Lion-Peugeot	5h03m24
8	11	Grillet	Fouillaron	5h05m31
9	10	Garriga-Roig	Werner	5h27m40
10	8	Marsans	Gregoire	5h56m06

Fastest Lap:

Did Not Finish

4		Alcyon
5		Poa
6		DFP

Did Not Arrive

2	Abadal	Abadal
7		Werner
9		de Dion-Bouton
13		Le Gui

I Grand Prix de Voiturettes

6 July 1908 - Dieppe: 286.44 miles (47.74 miles x 6 laps)

Voiturette Race

1	49	Albert Guyot	Delage	5h45m30.8, 49.74 mph
2	46	Louis Naudin	Sizaire-Naudin	5h52m06.6
3	36	Jules Goux	Lion-Peugeot	5h58m00.4
4	55	Georges Boillot	Lion-Peugeot	6h05m25.4
5	29	Rene Thomas	Delage	6h18m50.0
6	9	Thieulin	Thieulin	6h26m44.0
7	5	Barriaux	Alcyon	6h32m37.6
8	59	Alfieri Maserati	Isotta-Fraschini	6h36m39.0
9	63	Lebouc	Sizaire-Naudin	6h36m54.4
10	24	Bordes	le Gui	6h37m28.2
11	35		Thieulin	6h38m40.2
12	1	Lucas-Bonnard	Delage	6h38m52.2
13	58	Jean Vallee	Werner	6h40m37.0
14	18	Felice Buzio	Isotta-Fraschini	6h42m38.0
15	10	Giosue Guippone	Lion-Peugeot	6h50m40.0
16	19	Pilain	Rolland-Pilain	6h51m28.0
17	45	Paul Rivierne	le Gui	6h58m46.0
18	25	Georges Sizaire	Sizaire-Naudin	6h58m48.0
19	17	Leon Molon	Werner	7h02m02.0
20	4	Duanip	Gregoire	7h17m03.0
21	21	H.Demeester	Demeester	7h29m30.0
22	32	Rene Dominique	Alcyon	7h32m41.0
23	33	Penelte	le Metais	7h49m16.0
24	42	Marnier	Rolland-Pilain	7h49m28.0
25	53	Haubourdin	le Metais	7h52m29.0
26	12	A.Bailleau	Bailleau	7h53m37.4
27	31	Demarne	Gregoire	7h58m18.0
28	52	Roisan	Alcyon	8h06m56.0
29	60	Louison	Rolland-Pilain	8h12m38.0
30	51	Gaste	Gregoire	8h29m35.0
31	6	Birnbaum	le Metais	8h36m21.0
32	28	Monnier	Monnier	8h45m42.0

Fastest Lap: Louis Naudin, 53m42.0 (53.31 mph)

Did Not Finish

30	Richard	Martini	5 laps
61	Thomas Schweitzer	La Joyeuse	4 laps
2	Karl Beck	Martini	2 laps
40	Stoudza	Werner	2 laps
20	Menard	La Joyeuse	2 laps
43	Brune	La Joyeuse	1 lap
57	Richez	Aries	1 lap
41	Vincenzo Trucco	Isotta-Fraschini	1 lap
50	Souvico	Martini	1 lap
14	Perrot	Aries	1 lap
39	Meause de St Mans	Aries	0 laps/mechanical
44	Martin	Demeester	0 laps/crash
13	Jean de la Rouliere	Jean de la Rouliere	0 laps/mechanical
62	Hagnavien	le Gui	0 laps/crash
23	Scharlas	Truffault	0 laps/crash

Did Not Arrive

3	Gillet	Fouillaron

7		Busson-Levee
8		
11		Corre-la Licorne
15	Geraldu	Stabilia
16	Baudouin	Passe-Partout
22		Vulpes
26		Aravan
27		
34		Busson-Levee
37		Corre-la Licorne
38	Farcy	Bailleau
47		Aravan
48		
54		Busson-Levee
56		Corre-la Licorne
64		Aravan

XI Grand Prix de l'A.C.F.

7 July 1908 - Dieppe: 477.48 miles (47.74 miles x 10 laps)

1	35	Christian Lautenschlager	Mercedes	6h46m33.0, 69.05 mph
2	6	Vector Hemery	Benz	7h04m24.0
3	23	Rene Hanriot	Benz	7h05m13.0
4	11	Victor Rigal	Clément-Bayard	7h30m36.6
5	2	Willy Pöge	Mercedes	7h32m31.0
6	27	Carl Jörns	Opel	7h39m40.0
7	39	Fritz Erle	Benz	7h43m21.0
8	37	Sergey Dimitriewich	Renault	7h54m12.0
9	16	George Heath	Panhard-Levassor	7h55m36.0
10	49	Perpère	Germain	7h59m07.4
11	12	Alessandro Cagno	Itala	8h07m56.0
12	28	Fernand Gabriel	Clément-Bayard	8h11m44.2
13	36	Courtade	Motobloc	8h12m43.0
14	20	Pierre Garcet	Motobloc	8h19m56.0
15	21	Gustave Caillois	Renault	8h19m56.4
16	14	Camille Jenatzy	Mors	8h24m44.8
17	31	Landon	Mors	8h39m20.4
18	18	Moore Brabazon	Austin	8h42m50.0
19	1	Dario Resta	Austin	8h46m50.4
20	29	Henri Fournier	Itala	8h47m20.4
21	10	Fritz von Opel	Opel	9h08m11.6
22	17	Degrais	Germain	9h13m34.0
23	32	Henry Farman	Panhard-Levassor	9h24m40.0

Fastest Lap: Otto Salzer, 36m31.0 (78.45mph) on lap 1

Did Not Finish

8	Leon Thery	Brasier	9 laps/wheel
41	Paul Bablot	Brasier	9 laps/magneto
9	Emile Stricker	Porthos	9 laps
43	Michel	Opel	9 laps/radiator
48	Henri Cissac	Panhard-Levassor	8 laps/fatal crash
13	Pryce Harrison	Weigel	5 laps/crash
44	Lucien Hautvast	Clément-Bayard	5 laps/wheel
34	Warwick Wright	Austin	4 laps/engine
33	François Marie Roch-Brault	Germain	4 laps
15	Lewis Strang	Thomas	4 laps/clutch
40	Louis Wagner	FIAT	3 laps/gearbox
24	Felice Nazzaro	FIAT	3 laps/engine
3	Pierron	Motobloc	3 laps/crash
30	Gregor Laxen	Weigel	3 laps/crash
25	Paul Baras	Brasier	3 laps/engine
38	Ferdinando Minoia	Lorraine-Dietrich	3 laps/magneto
5	Arthur Duray	Lorraine-Dietrich	2 laps/clutch
4	Ferenc Szisz	Renault	2 laps/wheels
19	Otto Salzer	Mercedes	2 laps/wheel
42	Jules Simon	Porthos	2 laps/water pump
7	Vincenzo Lancia	FIAT	1 lap/engine
22	Henri Rougier	Lorraine-Dietrich	1 lap/magneto
46	Shannon	Weigel	1 lap/steering
45	Giovanni Piacenza	Itala	1 lap/gearbox
26	J. Gaubert	Porthos	0 laps/water pump

Did Not Start

47	Robin	Mors	crash

This was the last race in which Jenatzy competed. He died five years later on the 8th December 1913 near Brussels when he was accidentally shot dead by Alfred Madoux, managing editor of the Etoile Belge, a Brussels newspaper, during a hunting parting. Jenatzy was mistaken in the twilight for a deer by Madoux, who fired an explosive bullet into his thigh – Jenatzy bled to death.

I Coupe de Normandie

15 August 1908 - Caen: 220.14 miles (55.035 miles x 4 laps)

Voiturette Race

1	7	Barriaux	Alcyon	2h49m25.0, 77.96 mph
2	2	Bac	Werner	2h49m52.2
3	3	Meause de St Mans	Aries	2h54m51.2
4	8	Gassier	Werner	3h38m06.1
5	6	Farcy	Gregoire	4h05m00.0

Fastest Lap: Barriaux, 41m05.8 (80.35 mph)

Did Not Finish

1	A.d'Avaray	le Gui	2 laps/bent axle
5	de Montigny	Gregoire	0 laps/crash

Did Not Appear

4	Petiet	Aries

IV Coppa Florio

6 September 1908 - Bologna: 328.226 miles (32.825 miles x 10 laps)

1	10	Felice Nazzaro	FIAT	4h25m21, 74.22mph
2	13	Vincenzo Trucco	Lorraine-Dietrich	4h34m07
3	6	Alessandro Cagno	Itala	4h56m12
4	3	Victor Demogeot	Mors	4h57m11
5	4	Vincenzo Lancia	FIAT	5h08m51
6	9	Pierre Garcet	Mors	5h22m07

Fastest Lap: Vincenzo Lancia, 23m54 (82.44 mph) on lap 2

Did Not Finish

7	Ferdinando Minoia	Lorraine-Dietrich	9 laps
5	Fernand Gabriel	Clément-Bayard	8 laps/valve
14	Landon	Mors	6 laps/crash
16	Elliot Shepard	Clément-Bayard	5 laps/axle
15	Louis Wagner	FIAT	4 laps/front axle
12	Henri Fournier	Itala	3 laps/crash
1	Arthur Duray	Lorraine-Dietrich	1 lap/exhaust valve
17	Giovanni Piacenza	Itala	1 lap
2	Richard Gaudermann	Motobloc	1 lap
8	Charles Faroux	Motobloc	0 laps
11	Lucien Hautvast	Clément-Bayard	0 laps/crash

I Targa Bologna

7 September 1908 - Bologna: 262.58 miles (32.8825 miles x 8 laps)

1	9	Jean Porporato	Berliet	4h00m56, 65.39 mph
2	3	Bernardo Appendino	SPA	4h14m05
3	2	Felice Buzio	Franco	4h40m57
4	17	Oreste Tangazzi	Junior	4h43m49
5	5	Enrico Maggioni	Züst	5h07m57
6	14	Domenico Piccoli	SPA	5h15m41

Fastest Lap: Bernardo Appendino, 27m03 (72.80 mph) on lap 2

Did Not Finish

19	G. Manganotti	Junior	5 laps
15	Cesare Brambilla	Bianchi	4 laps
13	Tullio Cariolato	Franco	3 laps/crash
1	Sergio Primavesi	Clément-Bayard	2 laps
18	Nino Franchini	Bianchi	2 laps
8	Parran	Lorraine-Dietrich	1 lap
4	Giuseppe Tmmaselli	Bianchi	1 lap
11	Clemente Ravetto	Darracq	1 lap/crash
7	Giuseppe Tamagni	Junior	0 laps
10	Roberto Vaccari	FIAT	0 laps

Did Not Appear

6		
12		Clément-Bayard
16		

IV Tourist Trophy (Four-Inch Race)

24 September 1908 - Isle of Man: 337.5 miles (37.500 miles x 9 laps)

1	2	William Watson	Napier-Hutton	6h43m05.6, 50.25 mph
2	4	Algernon Lee Guinness	Darracq	6h45m21
3	17	Arthur George	Darracq	6h48m36.6
4	11	Leslie Porter	Calthorpe	7h14m19
5	9	Tom Thornycroft	Thornycroft	7h39m15.4
6	10	M.Ross-Browne	Vinot	8h07m52.4
7	30	Alfred "Toby" Rawlinson	Darracq	8h11m51.8
8	37	Thomas Rimmer	Vulcan	8h14m29.2
9	6	Louis Coatalen	Hillman-Coatalen	8h20m35.2
10	22	D.S.Hodge	Thornycroft	8h56m10

Fastest Lap: George, 43m15.8 on lap 5

Did Not Finish

NC	36	Léon Molon	Vinot	8 laps/running
	38	Harold S.Buckley	SCAT	7 laps
NC	3	Cyril Roberts	Arrol-Johnston	7 laps/running
NC	23	Roland Outhwaite	Vinot	7 laps/running
	31	W.G.Tuck	Beeston-Humber	6 laps
	18	James Reid	Beeston-Humber	6 laps/crash
	12	A.Hartridge	Westinghouse	6 laps/broken wheel
	20	J.T.C.Moore-Brabazon	Metallurgique	6 laps/exhaust valve
	34	André Debuissey	Piccard	6 laps/water circulation
	7	Oscar Cupper	Metallurgique	6 laps/valve
	5	G.W.A.Brown	Coventry-Humber	5 laps/axle
NC	1	H.R.Browning	Rover	5 laps/running
	25	Edmund Lewis	Deasy	5 laps/crankshaft
	24	Henry Robinson	Calthorpe	4 laps/crash
	15	Ernest Hutton	Hutton	4 laps/acc damage/bent axle
	27	Ward	SCAT	4 laps
	19	Kenelm Lee Guinness	Hillman-Coatalen	4 laps/broken frame
	14	R.O.Harper	SCAT	4 laps/timing gear
	12	Philip Graham	Deasy	4 laps/crash
	16	Dario Resta	Arrol-Johnston	3 laps/clutch
	17	Warwick Wright	Metallurgique	3 laps/timing gear
	32	Jack Stocks	de Dion	3 laps/timing gear
	26	J.Gaal	Westinghouse	2 laps/magneto
	29	Geoffrey Moss	Arrol Johnston	0 laps/valve tap
		P.D.Stirling	Hutton	0 laps/crash

Formula Libre race, with cars subjected to a limit on cylinder diamater of four inches in a four cylinder engine, hence the race was also known as the Four-Inch Race.

III Coupe des Voiturettes

27 September 1908 - Compiegne: 248.55 miles (31.069 miles x 8 laps)

1	24	Louis Naudin	Sizaire-Naudin	5h14m08, 47.49 mph
2	12	Georges Sizaire	Sizaire-Naudin	5h21m20
3	19	Jules Goux	Lion-Peugeot	5h43m50
4	32	Lebouc	Sizaire-Naudin	5h43m53
5	4	Joseph Collomb	Corre-la Licorne	5h47m29
6	1	Menard	La Joyeuse	6h14m49
7	27	Souvico	Martini	6h19m29
8	3	Karl Beck	Martini	6h27m43
9	11	d'Avaray	le Gui	6h35m13
10	18	Richard	Martini	6h36m16
11	23	Paul Rivierne	le Gui	6h39m48
12	28	Georges Boillot	Lion-Peugeot	6h40m39
13	20	Roisan	Alcyon	6h54m48
14	33	Gassier	Werner	6h57m22
15	29	Meause de St Mans	Aries	7h03m16
16	17	Thomas Schweitzer	La Joyeuse	7h03m41
17	2	Francois Giraud	Truffault	7h33m02

Fastest Lap: Georges Sizaire, 38m33 (48.37 mph)

Did Not Finish

	10	Birnbaum	le Metais	6 laps
	25	Martin	Demeester	5 laps
	5	Giosue Guippone	Lion-Peugeot	5 laps
	8	F.de Bazelaire	de Bazelaire	5 laps
	31	Gordon Hamilton	le Gui	3 laps
	22	Haubourdin	le Metais	2 laps
	15	Cansit	Prod'Homme	2 laps
	30	Gatoux	le Metais	2 laps
	14	Bac	Werner	2 laps
	16	Ripert	Monnier	1 lap
	21	Perrot	Aries	1 lap
	26	Autran	Werner	1 lap
	13	H.Demeester	Demeester	0 laps
	9	Jean Vallee	Aries	0 laps

Did Not Start

7	Barriaux	Alcyon

Did Not Appear

6	Louis	Ariane

Vanderbilt Cup

24 October 1908 - Long Island: 258.06 miles (23.460 miles x 11 laps)

1	16	Joe Robertson	Locomobile	4h00m48.2
2	6	Herb Lytle	Isotta	4h02m36.4
3	1	Joe Florida	Locomobile	4h28m10
4	5	Karl Klaus Luttgen	Mercedes	4h30m35
5	12	George Salzman	Thomas	10 laps/flagged
6	3	Emil Stricker	Mercedes	9 laps/flagged
7	2	Al Dennison	Knox	9 laps/fire
8	10	William A Bourque	Knox	8 laps/flagged
9	8	Joe Seymour	Thomas	8 laps/flagged
10	4	Willie Haupt	Chadwick	8 laps/flagged

Fastest Lap: Joe Robertson, 20m17s on lap 3

Did Not Finish

	18	Foxhall Keene	Mercedes	4 laps/fire
	7	Ryall	Matheson	3 laps/fire
	17	Lewis Strang	Renault	3 laps/clutch
	11	Cyrus Patchke	Acme	2 laps/camshaft
	9	Kilpatrick	Hotchkiss	2 laps/rod bearing
	15	Louis Chevrolet	Matheson	1 laps/cracked cylinder
	19	P. Gill	Thomas	1 laps/clutch

Did Not Start

10	Pouget	Richard Brasier	broke steering
14	Williams	BLM	withdrawn, not ready

I Grand Prize Race of the Automobile Club of America

26 November 1908 - Savannah: 402.080 miles (25.130 miles x 16 laps)

1	14	Louis Wagner	FIAT	6h10m31.4, 65.111 mph
2	8	Victor Hemery	Benz 150 hp	6h11m27.8
3	6	Felice Nazzaro	FIAT	6h18m47.6
4	15	Rene Hanriot	Benz 150 hp	6h26m12.4
5	13	Lucien Hautvast	Clément Bayard	6h34m06.0
6	16	Lewis Strang	Renault	6h43m37.0
7	1	Victor Rigal	Clément Bayard	6h45m43.6
8	17	Henri Fournier	Itala	6h46m32.4
9	18	Ralph DePalma	FIAT	6h51m34.8
10	9	Arthur Duray	De Dietrich	15 laps/flagged
11	3	Joe Seymour	Simplex	15 laps/flagged

Fastest Lap: Ralph de Palma, 21m36.0 (69.80 mph)

Did Not Finish

11	Hugh Harding	National	12 laps/camshaft
19	Fritz Erle	Benz	11 laps/crash
12	Alessandro Cagno	Itala	11 laps/spring
2	Ralph Mulford	Lozier	11 laps/flagged
10	Ferenc Szisz	Renault	7 laps/wheel bearing
7	Len Zengle	Acme	7 laps/spring
20	Giovanni Piacenza	Itala	6 laps/crash
5	Willie Haupt	Chadwick	5 laps/bearing
4	Bob Burman	Buick	3 laps/mechanical

Alternative Driver

2	Harry Michener	Clément-Bayard	
11	Emile Stricker	National	Killed before event

Race Lap Chart

Driver	Laps															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Wagner	2	2	6	4	2	4	4	1	3	2	1	2	3	3	3	1
Hemery	8	12	7	6	5	2	2	2	1	1	2	3	2	2	2	2
Nazzaro	6	7	5	3	3	3	3	3	2	3	3	1	1	1	1	3
Hanriot	3	3	1	1	1	1	1	5	6	5	4	4	4	4	4	4
Hautvast	13	13	11	11	9	9	8	7	7	6	5	5	5	5	5	5
Strang	15	9	8	8	7	7	6	10	9	9	8	8	8	8	6	6
Rigal	19	17	15	14	12	11	10	9	10	8	7	7	6	6	7	7
Fournier	12	14	12	10	10	10	9	8	8	7	6	6	7	7	8	8
DePalma	1	1	16	16	15	13	11	11	11	11	9	9	9	9	9	9
Duray	9	10	14	13	13	14	13	12	12	12	10	10	10	10		
Seymour	11	11	9	15	14	12	12	13	13	13	11	11	11	11		
Harding	20	20	18	18	16	15	14	14	14	14	12					
Erle	5	5	3	2	6	5	5	4	4	4						
Cagno	10	6	4	7	6	6	7	6	5	10						
Mulford	15	19	17	17	17	17	15	15	15	15						
Szisz	4	4	2	5	4	6										
Zengle	17	16	19	19	18	16										
Piacenza	14	15	13	9	11											
Haupt	7	8	10	12												
Burman	18	18														

This was the first big race for Ralph DePalma – he had been racing for under a year, and only six months previously had been a Fiat riding mechanic. During practice, Burman crashed into a tree after a tyre exploded while taking a corner at speed, severely injuring his mechanic Joe Grinnon. For many weeks it was thought that he might die at any moment, but he did eventually pull through.
After practice laps were completed at speeds averaging over 70 mph, a special purse of $2500 was offered to anyone who could break the Coppa Florio record average race speed of 74 mph. The prize went unclaimed.
The race started at 9:45 am, delayed by 45 minutes due to fog, with cars waved off every minute. The race quickly settled into a fight between Benz and Fiat. Fritz Erle went out of the lead battle (he was fourth) when the non-skid tread on his right front tyre was thrown while at speed on White Bluff Road. The tread struck Erle heavily on the back of the head, throwing him forward so that his face struck the steering wheel, knocking him unconscious. The car travelled quarter of a mile before leaving the road and overturning, throwing both the

driver and mechanic clear before striking a stone mile marker. The mechanic wasn't injured, but Erle suffered a brain injury and broken facial bones, from which he did later recover. Arthur Duray also suffered an injury when one of his drive chains broke, with the flying end striking him above the right elbow. The chain was replaced, the mechanic drove the car back to the pits, and once Duray's arm was dressed, he continued onwards for the rest of the race.
As the race went into the final lap, the race was between Wagner, Hemery and Nazzaro. However, 15 miles from the finish Nazzaro lost a tyre, and in the time it took to change it, both Wagner and Hemery passed him by. Hanriot also cut if fine on his way to fourth place – he ran out of petrol and coasted to a stop 200 feet from the finishing line. Hanriot and his mechanic got out and pushed, rolling the tyres and hitting the steering wheel. They finally crossed the line to a loud cheer from the crowd.
The course had been guarded throughout by soldiers, who had orders to maintain security by force if necessary. During the race a person attempted to cross the track in a horse and buggy, and in the ensuing argument received a bayonet wound to the chest. After the race, the soldiers weren't told that the race was over, and the Benz of Hanriot started back to their base heading the wrong way down the track. He passed the first group of soldiers without problems, but when the second group of soldiers requested he halt, Hanriot didn't, and Captain R.J.Davant emptied his pistol into the back of the car, puncturing both tyres and the fuel tank, although missing the occupants. Hanriot later apologised, expressed his appreciation for the work of the soldiers, and sent his gloves and goggles to Davant as a token of his esteem.

The riding mechanics were as follows:

Driver:	Mechanic:
Wagner	Ferro
Hemery	Gilli
Nazzaro	Gagnano
Hanriot	Heim
Hautvast	Chassagne
Strang	Anderson
Rigal	Gilbert
Fournier	Riva
DePalma	Bordino
Duray	Mathys
Seymour	Pepperday
Harding	Kellum
Erle	Muller
Cagno	Marindo
Mulford	Beecroft
Szisz	Martan
Zengle	Frieberg
Piacenza	Cosso
Haupt	Ringler
Burman	Kline

1909

Although there had been many races in 1908, Grand Prix racing in 1909 went into decline, with the French manufacturers boycotting the long distance events, seemingly having had enough at being beaten by the German manufacturers.

The majority of the races this year were voiturette races. A limited bore size was in force, so multi-cylinder cars became an option, with Peugeot developing a narrow angle V-twin based engine with an 8 inch stroke.

III Corsa Vetturette Madonie

26 April 1909 - Madonie: 184.946 miles (92.473 miles x 2 laps)

Voiturette Race

1	Jules Goux	Lion-Peugeot	6h48m03.4
2	Norman Olsen	de Dion-Bouton	7h47m55.2
3	Giosue Guippone	Lion-Peugeot	6h52m32.4 *

Fastest Lap: n/a

Did Not Finish

Georges Boillot	Lion-Peugeot	1 lap
Rovetta	de Dion-Bouton	1 lap
Riccardo Craviolo	de Dion-Bouton	1 lap

** Demoted one place due to unofficial service (refuelling in unauthorised location) of car*

IV Targa Florio

2 May 1909 - Madonie: 92.473 miles (92.473 miles x 1 lap)

1	1	Francesco Ciuppa	Baron Ciuppa	SPA	2h43m19.2
2	2	Vincenzo Florio	FIAT SpA	FIAT	2h44m19.2
3	3	Guido Airoldi	Fab Auto Lancia e Cie	Lancia	2h55m25.0
4	4	Mario Cortese	M.Cortese	SPA	3h20m40.4
5	5	Giuseppe de Seta	G.de Seta	Itala	3h21m56.0
6	6	Giovanni Stabilé	G.Stabilé	de Dion-Bouton	3h31m32.0
7	7	Norman Olsen	N.Olsen	de Dion-Bouton	3h34m55.4
8	8	Franco Ribolla	F.Ribolla	Berliet	3h37m57.2
9	9	Giaconia		de Dion-Bouton	3h58m46.6

Did Not Finish

	10	Scalette	Berliet	0 laps
	11	Giuseppe Baldoni	G.Baldoni	de Dion-Bouton	0 laps

II Copa Catalunya

20 May 1909 - Sitges: 227.50 miles (17.500 miles x 13 laps)

Voiturette Race

1	3	Jules Goux	Lion-Peugeot	6h18m06.0
2	10	Georges Sizaire	Sizaire-Naudin	7h37m46.6
3	4	Soyez	Werner	7h38m05.4
4	7	Pilliverde	Hispano-Suiza	7h55m29.0

Fastest Lap: n/a

Did Not Finish

11	D'Avarey	Le Gui	8 laps
6	Paul Zuccarelli	Hispano-Suiza	6 laps/clutch
14	Marsans	de Dion-Bouton	5 laps
5	Foval	Lion-Peugeot	3 laps
1	Giosué Guippone	Lion-Peugeot	3 laps/wheel
9	Georges Boillot	Lion-Peugeot	2 laps/crash
13	Manolo Chopita	Gregoire	1 lap

12	Derny	Hispano-Suiza	1 lap/crash
8	H. Demeester	Demeester	1 lap
2	Dessy	Lion-Peugeot	? laps

IV Coupe des Voiturettes

20 June 1909 - Boulogne: 282.41 miles (23.534 miles x 12 laps)

Voiturette Race

1	8	Giosué Guippone	Lion-Peugeot	5h56m29.6, 47.46 mph
2	24	Jules Goux	Lion-Peugeot	6h02m05.8
3	9	René Thomas	Le Gui	6h14m13.4
4	17	Georges Boillot	Lion-Peugeot	6h20m12.0
5	12	Pilliverde	Hispano-Suiza	6h27m25.0
6	2	Paul Zuccarelli	Hispano-Suiza	6h33m55.0
7	19	Derny	Hispano-Suiza	6h34m51.0
8	13	Leslie Porter	Calthorpe	7h05m08.0
9	20	Fred Burgess	Calthorpe	7h09m24.0
10	11	Jean Vallée	Demeester	7h27m40.0

Fastest Lap: Georges Boilot, 26m43 (52.78 mph)

Did Not Finish

4	A. Masson	FIF	8 laps
1	H. Demeester	Demeester	7 laps
14	Lamacque	FIF	5 laps
15	Farcy	Crespelle	5 laps
7	A. Koechlin	Renault-Schneider	4 laps
21	L. Lenoire	FIF	2 laps
22	Leduc	Crespelle	1 lap
5	Maurice Fournier	Werner	1 lap/lost a wheel
6	F. Crespelle	Crespelle	1 lap/steering gear
3	Ivan Wiedemann	Calthorpe	0 laps

Did Not Appear

10	Barriaux	Alcyon
16		Renault-Schneider
18	François Giraud	Alcyon
23		Renault-Schneider
25		Alcyon

III Circuito Siciliano Vetturette

1 July 1909 - Favorita Park: 93.21 miles (0.932 miles x 100 laps)

Voiturette Race

1	Vincenzo Florio	de Dion-Bouton	3h10m14.2
2	Giuseppe de Seta	de Dion-Bouton	3h50m50.2

Fastest Lap: n/a

Did Not Finish

	Norman Olsen	de Dion-Bouton	80 laps/crash

II Coupe de Normandie

29 August 1909 - Caen: 208.78 miles (34.797 miles x 6 laps)

Voiturette Race

1	5	Georges Boillot	Lion-Peugeot	3h11m27.0, 65.41 mph
2	8	René Thomas	Le Gui	3h25m32.8
3	3	Giosué Guippone	Lion-Peugeot	3h30m13.8
4	7	Maurice Fournier	Werner	4h04m19.8

5	1	Joseph Collomb	Corre-La Licorne	4h12m00.0
6	9	Lormelle	Darras	4h14m25.8
7	6	Barriaux	Alcyon	4h32m01.2

Fastest Lap: Georges Boillot, 30m38

Did Not Finish

	2	Richard	

Did Not Appear

	4	Jules Goux	Lion-Peugeot
	10	Pichereau	Delahaye

I Coupe d'Ostende

14 September 1909 - Ostende: 249.05 miles (20.754 miles x 12 laps)

Voiturette Race

1	11	Giosué Guippone	Lion-Peugeot	4h33m28, 54.52 mph
2	9	René Thomas	Le Gui	4h39m26

Fastest Lap: Joseph Collomb

Did Not Finish

	15	Lormelle	Darras	9 laps/wheel off
	14	A. Koechlin	Cote	9 laps/mechanical
	12	Jules Goux	Lion-Peugeot	7 laps/mechanical
	7	Joseph Collomb	Corre-la Licorne	5 laps/crash
	8	François Giraud	Crespelle	4 laps/mechanical
	1	A. Masson	FIF	4 laps
	2	Lamacque	FIF	
	3	de Petrowski	FIF	1 lap/wheel
	10	Barriaux	Alcyon	0 laps/crash
	13	Georges Boillot	Lion-Peugeot	0 laps/melted cylinder

Did Not Start

	6	d'Avaray	de Bazelaire	crash

Did Not Appear

	4	F. de Bazelaire	de Bazelaire
	5	Roisan	de Bazelaire

Alternative Driver

	3	Lenoire	FIF

1910

V Targa Florio

15 May 1910 - Madonie: 184.95 miles (92.473 miles x 2 laps)

1	7	Georges Boillot	Autos et Cycles Peugeot	Lion-Peugeot	5h20m43.2, 34.60 mph
2	6	Giosué Guippone	Autos et Cycles Peugeot	Lion-Peugeot	5h25m35.2
3	8	Jules Goux	Autos et Cycles Peugeot	Lion-Peugeot	5h31m25.6
4	5	Tullio Cariolato	T.Carriolato	Franca	6h20m47.4
5	1	L. de Prosperis	L.de Prosperis	Franca	8h02m08.8

Fastest Lap: Georges Boillot, 2h39m08.4 (35.14 mph)

Did Not Finish

	4	Norman Olsen	N.Olsen	Lancia	1 lap
	2	Riccardo Craviolo	R.Craviolo	Fiat	0 laps
	3	Giuseppe de Seta	G.de Seta	SPA	0 laps

N.B. - Combined big car/voiturette race - Peugeot's were all voiturettes.

III Copa Catalunya

29 May 1910 - Sitges: 205.05 miles (9.3206 miles x 22 laps)

Voiturette Race

1	5	Jules Goux	Lion-Peugeot	4h12m26.4, 48.74 mph
2	4	Giosué Guippone	Lion-Peugeot	4h25m40.0
3	7	Carreras	Hispano-Suiza	4h31m32.0
4	3	Jean Chassagne	Hispano-Suiza	4h39m13.0

Did Not Finish

	1	Paul Zuccarelli	Hispano-Suiza
	2	Pilliverde	Hispano-Suiza
	6	d'Avaray	Crespelle-de Dion
	8	Pujol	Lion-Peugeot
	9	Georges Boillot	Lion-Peugeot
	10	Alvaro de Lonca	Sizaire-Naudin
	11	Cusine	de Dion-Bouton

II Coupe d'Ostende

4 September 1910 - Ostende: 248.55 miles (20.7125 miles x 12 laps)

Voiturette Race

1		Paul Zuccarelli	Hispano-Suiza	4h44m43.8
2		Georges Boillot	Lion-Peugeot	4h46m52.2
3		Pilliverde	Hispano-Suiza	5h11m30.4

Did Not Finish

		Jean Chassagne	Hispano-Suiza
		Giosué Guippone	Lion-Peugeot
		Jules Goux	Lion-Peugeot

Vanderbilt Cup

1 October 1910 - Long Island: 278.08 miles (12.640 miles x 22 laps)

1	18	Harry Grant	Alco	4h15m58
2	25	Joe Dawson	Marmon	4h16m23
3	10	John Aitken	National	4h17m29
4	31	Louis Disbrow	National	4h24m08
5	2	Ralph Mulford	Lozier	4h24m33
6	17	Jack Fleming	Pope Hartford	4h26m47
7	11	Leland Mitchell	Simplex	4h32m01
8	7	Eddie Hearne	Benz	4h32m25
9	15	Hugh Harding	Stoddard Dayton	4h33m34
10	22	Bert Singley	Pope Hartford	4h37m23
11	20	Harry Stillman	Oldsmobile	21 laps/Flagged
12	16	David Bruce-Brown	Benz	21 laps/Flagged
13	1	Al Livingstone	National	21 laps/Flagged
14	9	Walter Jones	Amplex	20 laps/Flagged
15	6	Ralph Beardsley	Simplex	18 laps/steering gear
16	28	Harris Hanshue	Apperson	18 laps/Flagged
17	4	Spencer Wishart	Mercedes	17 laps/Flagged
18	26	Carl Limberg	Houpt-Rockwell	17 laps/Flagged

Fastest Lap: Harry Grant, 9m27s (although the AAA gave L.Chevrolet, 10m12s)

Did Not Finish

29	Louis Chevrolet	Marquette-Buick	15 laps/hit touring car
21	Ray Harroun	Marmon	13 laps/valve
19	E.F.Scheifler	Jackson	14 laps/radius rod
24	Tobin DeHymel	Stoddard-Dayton	11 laps/carburetor
27	Bob Burman	Marquette-Buick	9 laps/radiator
14	Joe Matson	Corbin	9 laps/water manifold gasket
3	Arthur Chevrolet	Marquette-Buick	7 laps/drive chain
23	William Wallace	American	6 laps/cylinder
8	Franz Heim	Benz	5 laps/fire
32	Fred Belcher	Knox	3 laps/valve
30	P.H.Jardine	Royal	1 lap/engine
12	Harold Stone	Columbia	0 laps/accident

Did Not Qualify

5	Joe Wilson	Oldsmobile	Broken starter

During the race, spectator Thomas Muller had his leg torn off by the Pope-Hartford of Jack Fleming, and he pursued a case for damages against the Pope-Hartford Auto Company. On the 22nd April 1913, the appellate division of the supreme court affirmed an award of $22,500 to Muller, confirming in law that although spectators watching a race are taking a risk, if injured they are not necessarily guilty of contributory negligence.

III Coupe de Normandie

9 October 1910 - Caen: 192.625 miles (38.525 miles x 5 laps)

Voiturette Race

1	Jules Goux	Lion-Peugeot	2h49m14.2
2	Georges Boillot	Lion-Peugeot	2h50m06.2

Fastest Lap: Georges Boillot, 26m37 (71.90 mph)

Did Not Finish

	Delpierre	Corre La Licorne-de Dion	2 laps

Did Not Appear

	Lion-Peugeot
Haubourdin	Tribet
Richard	Tribet
	Corre La Licorne-de Dion

V Coupe des Voiturettes

18 September 1910 - Boulogne: 282.10 miles (23.508 miles x 12 laps)

Voiturette Race - also known as Coupe de l'Auto

1	2	Paul Zuccarelli	Hispano-Suiza	5h04m50, 55.64 mph
2	16	Jules Goux	Lion-Peugeot	5h21m50
3	15	Jean Chassagne	Hispano-Suiza	5h30m45
4	12	Georges Boillot	Lion-Peugeot	5h37m36
5	8	Joseph Collomb	Corre la Licorne-de Dion	6h28m16
6	10	Pilliverde	Hispano-Suiza	6h37m51

Fastest Lap: Jules Goux, 24m02.6 (70.40 mph)

Did Not Finish

14	Delpierre	Corre la Licorne-de Dion	9 laps
3	Robert d'Hespel	d'Hespel	7 laps
7	Lewis	Calthorpe	7 laps/stone in crankcase
4	F. de Bazelaire	de Bazelaire	4 laps
17	Garfield	Calthorpe	2 laps/sump plug
13	Fred Burgess	Calthorpe	1 lap/crash
11	Jean Vallée	d'Hespel	0 laps/crash
1	Haubourbin	Tribet	0 laps/crankshaft

Did Not Start

5	Giosué Guippone	Lion-Peugeot	fatal crash in practice
9	Richard	Tribet	clutch

Did Not Appear

6	St. Lanne	St. Lanne-Martinet

Alternative Drivers

11	Leval	d'Hespel
14	Levy	Corre la Licorne-de Dion

Tiedeman Trophy

11 November 1910 - Savannah: 190.74 miles (17.34 miles x 11 laps)

Light Car Race

1	44	Billy Knipper	Lancia	3m15.22
2	45	F.A.Witt	E.M.F.	3m26.34
3	48	Thomas Costello	Maxwell	3m39.19
4	42	Ellery Wright	Maxwell	3m39.23
5	46	Martin Doorley	Maxwell	3m56.07

Fastest Lap: Billy Knipper, 17m20s

Did Not Finish

41	Harry Cohen	E.M.F.	2 laps/engine
43	Harry Knight	Cole	2 laps/cylinder
47	Bill Endicott	Cole	1 lap/crankshaft

Race Lap Chart

Driver	Laps										
	1	2	3	4	5	6	7	8	9	10	11
Knipper	1	1	1	1	1	1	1	1	1	1	1
Witt	2	2	2	2	2	2	2	2	2	2	2
Costello	5	3	3	3	3	3	3	4	4	4	3
Wright	7	6	5	4	5	5	4	3	3	3	4
Doorley	6	4	4	5	4	4	5	5	5	5	5
Cohen	3	7									
Knight	8	5									
Endicott	4										

The race was for cars having piston displacements between 161 and 230 cubic inches. It was run concurrently with the Savannah Challenge Trophy, but started later due to the Challenge Trophy covering a longer distance. It started at 11am, with the cars waved off at 30s intervals.
The riding mechanics were as follows:

Driver:	*Cohen*	*Mechanic:*	*A.H.Ragsdale*
	Wright		*William Wallie*
	Knight		*Charles Johnson*

	Knipper	*James Maxcey*
	Witt	*Francis Lungreen*
	Doorley	*Walter E.Stone*
	Endicott	*Harry Endicott*
	Costello	*Ernest Briggs*

Savannah Challenge Trophy

11 November 1910 - Savannah: 277.44 miles (17.34 miles x 16 laps)

Light Car Race

1	36	Joe Dawson	Marmon	4h23m39
2	33	Washington Roebling	Mercer	4h35m25
3	31	Hughie Hughes	Falcar	4h46m11
4	32	Lou Heinemann	Lou Heinemann	4h41m36, 14 laps

Fastest Lap: Joe Dawson, 15m45s

Did Not Finish

35	Frank Gelnaw	Falcar	8 laps/tie rod
37	Billy Pearce	Falcar	8 laps/broken axle

Did Not Arrive

34	E.T.Gilliard	Pullman

Race Lap Chart

Driver	Laps															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Dawson	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Roebling	4	5	3	2	2	2	2	2	2	2	2	2	2	2	2	2
Hughes	6	5	5	5	5	5	5	5	3	3	3	3	3	3	3	3
Heineman	2	6	6	6	6	6	6	6	4	4	4	4	4	4	4	
Gelnaw	3	2	2	3	3	3	3	2								
Falcar	5	4	4	4	4	4	4	4								

The race was for cars having piston displacements between 231 and 300 cubic inches, and started at 10am, with cars waved off at 30 second intervals. Dawson immediately went into the lead Gelnaw. Roebling was fourth, but had to stop for fuel on the eighth lap. Gelnaw broke his steering on lap 9, and the out of control car crashed through two banks before regaining the course at high speed. Both occupants escaped injury, and the car came to rest infront of the Alco camp at Bona Bella. Harry Grant, who led the Alco team, helped push the damaged car off the road and out of the way.
Roebling was in second, and it was expected that he would take the lead when Dawson would have to pit for fuel. However, lap after lap went by, and Dawson showed no sign of pitting, so Roebling was forced to increase his speed, resulting in an excursion at the junction of Norwood and LaRoche Avenues. The car wasn't damaged, but he lost too much time to Dawson, and stayed in second place. Dawson never pitted, and went on to an easy win.
The riding mechanics were as follows:

Driver:	*Hughes*	*Mechanic:*	*W.Annesberger*
	Heinemann		*Harry Patton*
	Roebling		*Felix Geschevantner*
	Gilliard		*Fred Salter*
	Gelnaw		*L.Johnson*
	Dawson		*Bruce Keene*
	Pearce		*F.O'Brien*

II American Grand Prize

12 November 1910 - Savannah: 415.200 miles (17.300 miles x 24 laps)

1	15	David Bruce-Brown	Benz	5h53m05.35, 70.55 mph
2	9	Victor Hemery	Benz	5h53m06.77
3	17	Bob Burman	Marquette-Buick	6h11m23.49
4	4	Ralph Mulford	Lozier	6h26m12.68
5	12	Joe Horan	Lozier 6	6h30m02.72
6	14	Ray Harroun/Joe Dawson	Marmon	6h30m22.22 (changed on lap 14)

Fastest Lap: Felice Nazzaro, 13m42.0 (75.70 mph)

Did Not Finish

19	Ralph DePalma	Fiat	23 laps/cylinder
10	Felice Nazzaro	Fiat	19 laps/rear axle twisted
6	Charlie Basle	Pope Hartford	19 laps/piston
16	Louis Wagner	Fiat	17 laps/crash
18	Willie Haupt	Benz	13 laps/crash
7	Harry Grant	Alco 6	11 laps/gears
3	Arthur Chevrolet	Marquette-Buick	9 laps/cranksahft
13	Louis Disbrow	Pope Hartford	9 laps/cylinder
8	Joe Dawson	Marmon	5 laps/crankshaft

Did Not Start

1	Planche	Planche-Roebling	cracked cylinder in practice
2	Harry Grant	ARCO	
5	Armstrong	Mercedes	
	W.H.Sharpe	Sharpe-Arrow	fatal practice accident
	Joe Matson	Simplex	engine in practice

Did Not Appear

11	Louis Chevrolet	Marquette-Buick	withdrew
		Stoddard-Dayton	withdrew
		American	withdrew

Alternative Drivers

1	Washington Roebling	Planche-Roebling
15	Barney Oldfield	Benz
18	George Robertson	Benz

W.H.Sharpe lost control of his car on the final day of practice when turning into Ferguson Avenue at some 70 mph, possibly due to a failure in the steering gear. The car overturned and rolled several times, instantly killing the riding mechanic Albert Fuches, and injuring Sharpe, who died from his injuries several days later.
The race started at 9am, the cars being waved off individually. The first pitstops went uneventfully, although the Buick's were forced to pit earlier than the Fiat's and Benz's due to their increased tyre wear. Nazzaro and Haupt were gradually speeding up, with Haupt going into the lead on lap 11, but on lap 13 he took the corner of Waters Avenue and Montgomery Road too fast as he tried to build up a significant lead. He missed a tree, but turned over into a ditch, the car throwing himself and his mechanic into some bushes, breaking their fall.
Nazzaro pitted on lap 17, but broke his drivechain two laps later, allowing DePalma into the lead. Wagner, also on lap 17, drove through a soft spot on the course which everyone else had avoided, causing his car to slide into a corner of a bridge. The car somersaulted, and both the driver and mechanic were thrown clear. The mechanic landed in brush at the roadside, but Wagner had been thrown further and landed on the road. Despite his injuries, he managed to crawl off the road and out of the way of the oncoming cars.
DePalma looked sure to win as he was leading lap 23, but halfway around a flying stone perforated his radiator and cracked a cylinder, causing instant retirement. This allowed Bruce-Brown into the lead, and despite a rapidly closing Hemery, he held on to win by 1.42 seconds. Bruce-Brown was lucky not to have had a puncture, as the jolting in the race caused the bottom to fall out of the tool box, allowing a screwdriver to fall out while at speed. The screwdriver bounced and was driven through the spare tyre, where it was found after the race. The first person to greet Bruce-Brown on finishing was his mother, who had come to Savannah to try and persuade her son to give up racing. According to accounts she was indifferent and critical at the beginning of the race, but as the race wore on and her son gained the lead, she became more and more excited, hitting spectators with her umbrella as she urged her son on.

1911

Grand Prix de France/Grand Prix des Vieux Tacots

? 1911 - Le Mans: 655.200 km (54.600 km x 12 laps)

FP	SP	#	Driver	Car	Laps	Total Time	Fastest Lap
1	9	13	Hémery	Fiat	12	7h06m30.0	29m36.0
2	10	14	Friderich	Bugatti	10	7h56m15.0	40m22.8
3	13	18	Gabriel	Rolland-Pilain	9	8h04m26.6	32m11.0
4	3	5	Duray	Lorraine-Dietrich	8	4h45m06.0	31m50.0/transmission
5	14	19	Leduc	Côte	8	6h19m33.0	29m56.0
Not Classified							
R	2	3	Barriaux	Alcyon	6	4h05m53.0	34m12.0
R	1	2	Fournier	Corre-La Licorne	5	2h49m48.2	30m29.0/accident
R	7	11	Rigal	Rolland-Pilain	5	3h04m00.0	31m01.6
R	11	15	Fauquet	Rolland-Pilain	2	1h01m06.0	30m05.0/chassis
R	5	9	Rivière	Excelsior	2	1h24m00.0	42m00.0/engine
R	8	12	Deydier	Cottin-Desgouttes	1	29m45.6	29m45.6/chassis
R	6	10	Anthony	Porthos	1	43m00.0	43m00.0/engine
R	12	16	Olier	Côte	1	44m00.0	44m00.0/engine
R	4	6	Vere	Côte	0	0.0	

VI Targa Florio

14 May 1911 - Madonie: 446.46 km (148.82 km x 3 laps)

1	4	Ernesto Ceirano	Scat	9h32m22.4, 46.80 kph
2	9	Mario Cortese	Lancia	9h58m20.4
3	5	Basilo Soldatenkoff	Mercedes	10h23m23.4
4	12	Claudio Sandonnino	Scat	10h50m44.2
5	6	Giuseppe Tamagni	Ford	11h39m33.8

Fastest Lap: Mario Cortese, 2h53m43.2 (50.82 mph)

Did Not Finish			
	14	Norman Olsen	de Dion-Bouton	2 laps
	15	G.Mollica	de Dion-Bouton	2 laps
	16	Domenico Masino	de Dion-Bouton	2 laps
	13	Scaletto	Berliet	2 laps
	1	Nino Franchini	Alfa 24hp	2 laps/driver exhaustion
	11	Ronzoni	Alfa 24hp	2 laps/driver exhaustion
	10	Giovanni Stabile	de Dion-Bouton	1 lap
	7	de Ponte	Berliet	1 lap
	2	L.de Prosperis	Clément-Bayard	0 laps
Did Not Arrive				
	3			
	8			

VI Coupe des Voiturettes

25 June 1911 - Boulogne: 623.81 km (51.984 km x 12 laps)

1	10	Paul Bablot	Delage	7h02m52s, 88.84 kph
2	4	Georges Boillot	Lion-Peugeot	7h03m53s
3	37	René Thomas	Delage	7h04m17s
4	26	Albert Guyot	Delage	7h05m18s
5	30	Jean Porporato	Gregoire	7h23m29s
6	36	Fred Burgess	Calthorpe	7h39m29s
7	7	James Reid	Arrol-Johnston	7h39m37s
8	24	Dario Resta	Arrol-Johnston	7h45m29s
9	1	Philippe de Marne	Gregoire	7h57m19s

10	28	de Vere	Cote	7h59m29s
11	35	Hodge	Arrol-Johnston	8h03m24s
12	23	de Woelmont	Excelsior	8h17m11s
13	11	Emil Mathis	Mathis	8h30m55s

Fastest Lap: Georges Boillot, 33m58s (91.83 kph)

Did Not Finish

25	Harry Robinson	Calthorpe	11 laps/water in fuel
5	Paul Rivierne	Excelsior	10 laps
45	Victor Rigal	Delage	10 laps/transmission
22	Jules Goux	Lion-Peugeot	9 laps/valve
31	Fernand Gabriel	FIF	9 laps
17	Richards	Sunbeam	7 laps/steering
44	Arthur Duray	Excelsior	7 laps/crash
43	René Hanriot	Lion-Peugeot	6 laps/tyres
19	Mario Romano	Gregoire	4 laps/crash
8	Russell Fletcher	Calthorpe	3 laps
29	Louis Wagner	Alcyon	1 lap/mechanical
14	John Hancock	Vauxhall	1 lap/con rod
39	Olier	Cote	0 laps/mechanical
16	Delpierre	Cote	0 laps/mechanical
20	Haubourdin	FIF	0 laps/mechanical
41	Victor Hemery	Gregoire	0 laps/mechanical
33	Paul Zuccarelli	Lion-Peugeot	0 laps/crash

Did Not Appear

2	Van Nuffel	FIF	
3	Hugo Starr	NSU	
6	Bernardo Appendino	SAP	
9	H. Depasse	Ford T	car not eligible
12	Georges Sizaire	Sizaire-Naudin	
15	A. Koechlin	Koechlin	
18	Barriaux	Alcyon	
21	Pierre Garcet	NSU	
27	Louis Naudin	Sizaire-Naudin	
32	L. Clement	NSU	
34	Langlois	Excelsior	
38	Lebouq	Sizaire-Naudin	
40	Page	Alcyon	
42	Simon	FIF	

III Coupe d'Ostende

3 November 1911 - Ostende: 334.70 km (33.47 km x 10 laps)

1	Jules Goux	Lion-Peugeot	3h52m38
2	Paul Zuccarelli	Lion-Peugeot	8 laps

Also held the same day:

Coupe d'Ostende and Coupe Williame (12 laps)

1	Georges Boillot	Lion-Peugeot

Coupe de Liedekerke (10 laps)

1	Verhaegen	Fondu

Vanderbilt Cup

27 November 1911 - Savannah: 468.93 km (27.52 km x 17 laps)

Ps	#	Driver	Car	Time
1	8	Ralph Mulford	Lozier	3h56m00.67, 119.21 kph
2	10	Ralph DePalma	Mercedes	3h58m11.95
3	4	Spencer Wishart	Mercedes	4h06m20.37
4	1	Harry Grant	Lozier	4h10m23.57
5	11	Edward Parker	Fiat	4h14m25.88
6	3	Louis Disbrow	Pope Hartford	4h19m02.68

7	9 Leland Mitchell	Abbott-Detroit	16 laps/flagged
8	7 Carl Limberg	Abbott-Detroit	14 laps/flagged

Fastest Lap: Ralph De Palma, 13m14s (124.78 kph)
Pole Position: Harry Grant

Did Not Finish

12 Cyrus Patschke	Marmon	8 laps/water pump
2 Bob Burman	Marmon	7 laps/lost fuel
14 David Bruce-Brown	Fiat	6 laps/lost tyre
15 Joe Matson	Fiat	4 laps/radiator
6 Hughie Hughes	Mercer	3 laps/water connection
5 Harry Cobe	Jackson	1 lap/engine

Did Not Start

2 Joe Dawson	Marmon	Driver injured – car driven by Burman

Race Lap Chart

Driver	Laps																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Mulford	4	4	4	3	1	1	1	1	1	1	1	1	1	1	1	1	1
DePalma	1	1	1	1	2	3	3	3	3	3	2	2	2	2	2	2	2
Wishart	3	3	3	2	5	5	4	2	2	2	5	4	4	3	3	3	3
Grant	7	10	10	9	9	9	8	6	5	4	3	3	3	4	4	4	4
Parker	6	5	9	7	7	7	6	4	6	6	6	5	5	5	5	5	5
Disbrow	9	8	8	8	8	8	7	5	4	5	4	6	6	6	6	6	6
Mitchell	13	11	11	11	10	10	9	7	7	7	7	7	7	7	7		
Limberg	14	12	12	12	11	11	10	9	8	8	8	8	8				
Patschke	2	2	2	6	6	6	5	8									
Burman	8	6	5	4	3	2	2										
Bruce-Brown	11	7	6	5	4	4											
Matson	5	9	7	10													
Hughes	9	13	13														
Cobe	12																

Joe Dawson was to be the lead driver for Marmon, but an accident during practice meant that he couldn't take part in the race. Nikrent was driving with Dawson as a riding mechanic when he came around a corner and found a vehicle obstructing his way, which was compounded by the flagman at that point showing the wrong flag – he showed a red flag to indicate a clear track rather than a yellow flag to indicate a car ahead. Nikrent spun while avoiding the stationary car, throwing Dawson from the car and then running him over. The Mercer of Barnes was following close behind, and on seeing the accident skidded to a halt. However, the Mercer of Billy Knipper (note that Light Cars and Grand Prize cars practiced together – see page 675 for details of the light car races) following him couldn't stop in time and hit Barnes, damaging both cars. The two Mercer's were repaired, and the Marmon team secured the services of Bob Burman to replace Dawson.
The race was started at 11:45, with cars released at 30s intervals. Matson and Hughes soon developed terminal water leaks, and both retired. On lap 3 Mulford tore a tread from his tyre, but it wasn't sufficiently damaged for him to stop immediately, and he waited until lap 12 to change it at a scheduled pitstop, where he was stationary for 1m06. He went into the lead on lap 5, which is where he stayed for the rest of the race.
Burman had been in second on lap 8 until a flying stone cut his fuel pipe. His fuel tank emptied before he realised what had happened, and he was stranded on the course.

III American Grand Prize

30 November 1911 - Savannah: 660.48 km (27.52 km x 24 laps)

1	48 David Bruce-Brown	Benz	5h31m29.13, 119.55 kph
2	47 Eddie Hearne	Benz	5h33m33.07
3	55 Ralph De Palma	Mercedes	5h34m40.80
4	53 Caleb Bragg	Fiat S74	5h51m55.29
5	42 Louis Disbrow	Pope-Hartford	6h26m44.60
6	44 Leland Mitchell	Abbott-Detroit	23 laps/flagged
7	45 Ralph Mulford	Lozier	22 laps/broken rear axle
8	50 Carl Limberg	Abbott-Detroit	21 laps/flagged

Fastest Lap: Victor Hemery, 12m36 (131.32 kph)

Did Not Finish

41 Louis Wagner	Fiat S74	15 laps/crash
43 Charles Basle	Marquette	10 laps/engine
51 Cyrus Patschke	Marmon	9 laps/engine mounts
54 Spencer Wishart	Mercedes	9 laps/cylinder
52 Erwin Bergdoll	Benz	8 laps/cylinder
56 Victor Hemery	Benz	8 laps/valve
46 Bob Burman	Marmon	5 laps/magneto
49 Harry Cobe	Marquette	2 laps/crash

Race Lap Chart

Driver	Laps																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Bruce-Brown	2	2	4	9	8	6	6	6	5	4	3	3	2	5	4	2	3	3	3	1	1	2	1	1
Hearne	8	6	4	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	3	2	1	2	2
DePalma	3	5	3	1	5	7	7	7	6	5	4	4	4	3	2	4	4	4	4	4	4	4	3	3
Bragg	1	1	1	5	2	5	3	5	4	3	6	6	6	6	5	5	5	5	5	5	5	5	4	4
Disbrow	12	12	10	11	9	8	8	8	7	7	7	7	7	7	6	6	6	6	6	6	6	6	5	5
Mitchell	16	16	13	13	12	11	11	11	10	8	9	9	9	9	8	8	8	7	7	7	7	7		
Limberg	15	15	12	12	11	10	10	10	9	9	8	8	8	8	7	7	7	8	8	8	8			
Mulford	9	9	7	6	3	4	3	4	3	6	5	5	5	4	3	3	2	2	2	2	3	3		
Wagner	5	3	9	8	6	3	5	3	2	2	2	2	3	2										
Basle	13	13	11	10	10	9	9	9	8															
Patschke	10	11	8	6	4	2	1	1																
Wishart	6	8	14	14	13	13	12	12																
Bergdoll	6	7	5	3	7	12	13																	
Hemery	4	4	15	15	14	14	14																	
Burman	11	10	6	4																				
Cobe	14	14																						

The race started at 9am on a very icy morning. The weather had hardened off the track, and high speeds were predicted as a result. By lap 2 all of the foreign cars were ahead of the American cars, and it was only through attrition amongst them that the American cars were able to advance up the leaderboard. However, it was still close amongst the leaders, especially as the rapid pace forced Bragg and Bruce-Brown to pit for early tyre changes on lap 4. This put paid to Bragg's chances of winning completely, but set the stage for a fight-back by Bruce-Brown.

Hemery succumbed early on to valve trouble, and although completely out of the running he rejoined so that he could have a go at the lap record. He slid through the corners far faster than anyone else and achieved his aim, setting a time of 12m36, 81.60 mph. He then retired. Bruce-Brown was gaining on the rest of the field, regularly turning in laps 30 seconds faster than anyone else ahead of him. He took the lead on lap 20, and was 36 seconds ahead of second placed Hearne by lap 21. However, on lap 22, Bruce-Brown, Hearne and Mulford all pitted together. Bruce-Brown took 1m08 to change a tyre, Mulford took 36s to refuel, and Hearne 1m00 to change a tyre, and as a result Mulford pulled away first, followed by Bruce-Brown and Hearne. The crowd sensed an American victory with an American car, but halfway around the next lap Mulford's car took off over a level crossing, breaking a driveshaft on landing. This left the race open to Bruce-Brown, who was 1m30 ahead of Hearne, and in no danger of being caught.

1912

VII Targa Florio

25-26 May 1912 - Giro di Sicilia: 1094.5 km (1094.5 km x 1 lap)

1	Cyril Snipe/Pedrini	SCAT	24h37m19.2
2	Garetto/Guglielminetti	Lancia	25h07m38.6
3	Giuseppe Giordano/Ascone	Fiat	25h41m04.6
4	De Moraes/Ostengo	Deutz	25h52m08.6
5	Luigi Lopez/Tirreno	Fiat	25h56m57.2
6	Eraldo Fracassi/Gugliazzo	Ford	26h12m43.0
7	Norman Olsen/Travaglia	Lancia	27h24m26.4
8	Costantino Trombetta/Trombetta	Fiat	27h45m20.0
9	Paolo Arnone/Rizzo	Isotta Fraschini	30h30m14.4
10	Cravero/Bellini	Florio	30h41m29.2
11	De Prosperis/Maravigna	Sigma	31h42m51.4
12	Losa/Catalano	Nazzaro	32h16m26.6
13	Lombardo/Lombardo	Overland	33h09m33.0
14	Conti/Raineri Isotta	Franschini	33h33m07.8
15	Primavesi/Indenni	Primavesi	39h24m00.0

Did Not Finish

Ceirano/Ricciardi	SCAT	broken axle
Zavagno/Insalaco	FIAT	
De Matteo/Chiesa	Isotta Fraschini	
Sandonnino/Livizzano	SCAT	
Berra/Ziano	De Dion-Bouton	
Airoldi/Florio	Mercedes	Accident
Carreca/Carreca	Metz	
Sordi/Ottolini	Florentia	
Baldoni/Masi	ALFA	
La Faro/L'Huiller	FIAT	
Vanucci/Sabatini	Itala	

XII Grand Prix de l'Automobile Club de France

25-26 June 1912 - Dieppe: 1535.76 km (76.788 km x 20 laps)

1	22	Georges Boillot	Peugeot L-76	13h58m02.6, 110.16 kph
2	23	Louis Wagner	Fiat S74	14h11m08.4
3	3	Victor Rigal	Sunbeam	14h38m36.0 *voiturette*
4	17	Dario Resta	Sunbeam	14h39m51.8 *voiturette*
5	52	Emile Medinger	Sunbeam	15h59m41.4 *voiturette*
6	50	Joseph Christiaens	Excelsior	16h23m38.8
7	20	René Croquet	Th Schneider	17h31m39.2 *voiturette*
8	30	"Anford"/Pilain	Rolland-Pilain	17h49m32.0
9	36	Richard Wyse	Arrol-Johnston	18h07m19.2 *voiturette*
10	40	Arthur Duray	Alcyon	18h28m55.6 *voiturette*
11	32	Paul Vonlatum	Vinot-Deguignand	19h06m00.0 *voiturette*
12	12	Dragutin Esser	Mathis	19h18m05.0
13	29	Cyril de Vere	Cote	20h57m06.0 *voiturette*
14	28	James Reid	Arrol-Johnston	19 laps

Fastest Lap: David Bruce-Brown, 36m32 (125.56 kph)

Did Not Finish

33	Percy Lambert	Vauxhall	18 laps/radiator	*voiturette*
55	A. Crossman	Arrol-Johnston	17 laps/radiator	*voiturette*
7	Georges Sizaire	Sizaire-Naudin	17 laps/lost a wheel	*voiturette*
14	Pierre Garcet	Calthorpe	16 laps/engine	*voiturette*
27	Page	Alcyon	16 laps/crash	*voiturette*
51	John Hancock	Vauxhall	15 laps/engine	*voiturette*
38	Thomas Schweitzer	Sizaire-Naudin	10 laps/engine	*voiturette*
21	Eugene Renaux	Gregoire	10 laps/withdrawn	*voiturette*
24	Mario Romano	Gregoire	10 laps/withdrawn	*voiturette*
34	René Hanriot	Lorraine-Dietrich	10 laps/fire	
18	Philippe de Marne	Gregoire	8 laps/steering	*voiturette*
4	Barriaux	Alcyon	8 laps/engine	*voiturette*

56	Lucien Molon	Vinot-Deguignand	7 laps/no oil	*voiturette*
47	René Thomas	Lion-Peugeot L3	7 laps/engine	*voiturette*
19	Louis Naudin	Sizaire-Naudin	7 laps/engine	*voiturette*
16	Gustave Caillois	Sunbeam	7 laps/engine	*voiturette*
45	Paul Zuccarelli	Peugeot L-76	7 laps/ignition	
31	Paul Bablot	Lorraine-Dietrich	7 laps/engine	
25	Frank Rollason	Singer	6 laps/engine	*voiturette*
39	Bramwell Haywood	Singer	5 laps/crash	*voiturette*
26	Ligurd Hornsted	Calthorpe	5 laps/gearbox	*voiturette*
9	René Champoiseau	Th Schneider	4 laps	*voiturette*
8	Léon Molon	Vinot-Deguignand	3 laps/no oil	*voiturette*
54	W. Watson	Vauxhall	2 laps/engine	*voiturette*
10	Léon Collinet	Gregoire	2 laps/crash	*voiturette*
41	Fernand Gabriel	Cote	1 lap/universal joint	*voiturette*
57	Stefan Heim	Lorraine-Dietrich	1 lap/engine	
11	Victor Hemery	Lorraine-Dietrich	1 lap/engine	
49	Albert Guyot	Rolland-Pilain	1 lap/engine	

Disqualified

37	David Bruce-Brown	Fiat S74	15 laps/refuelling away from pits	
42	Ralph De Palma	Fiat S74	7 laps/work away from pits	
13	Jules Goux	Peugeot L-76	3 laps/refuelling away from pits	
43	Fred Burgess	Calthorpe	1 lap/too slow	*voiturette*

Did Not Start

1		Hispano-Suiza	car not ready	*voiturette*
2		Koechlin	car not ready	*voiturette*
5		Hispano-Suiza		*voiturette*
6		Darracq		*voiturette*
15		Sigma	car not ready	
35		Hispano-Suiza	car not ready	*voiturette*
44		Darracq	car not ready	*voiturette*
46		Ford	car not ready	*voiturette*
48		Darracq		
53		Darracq	car not ready	*voiturette*
58		Hispano-Suiza	car not ready	*voiturette*

I Coupe de la Sarthe

9 September 1912 - Le Mans: 648.00 km (54.000 km x 12 laps)

Concurrent Voiturette known as Grand Prix de France

1	27	Jules Goux	Peugeot L-76	5h31m54s, 119.30 kph	
2	13	Paul Zuccarelli	Lion-Peugeot L3	6h12m25s	*voiturette*
3	1	René Champoiseau	Th Schneider	6h30m36s	*voiturette*
4	5	Léon Molon	Vinot-Deguignand	6h31m31s	*voiturette*
5	29	Leduc	SPA	6h55m18s	
6	4	René Croquet	Th Schneider	7h00m33s	*voiturette*
7	12	Lucien Molon	Vinot-Deguignand	7h16m13s	*voiturette*
8	15	Nicodemi	Th Schneider	7h17m36s	*voiturette*
9	8	Cyril de Vere	Cote	7h41m35s	*voiturette*
10	6	Paul Rivierne	Hispano-Suiza	7h50m06s	*voiturette*
11	2	Arthur Duray	Alcyon	8h10m36s	*voiturette*
12	19	Ollier	Cote	9h04m20s	*voiturette*
13	7	Albert Guyot	Picker-Janvier	9h33m31s	*voiturette*

Fastest Lap: Georges Boillot, 27m??s

Did Not Finish

14	Barriaux	Alcyon	11 laps/gearbox	*voiturette*
16	F. Crespelle	Crespelle	9 laps	*voiturette*
11	Jaubert	Th Schneider	7 laps/magneto	*voiturette*
32	Georges Boillot	Peugeot L-76	5 laps/water leak	
9	A. Koechlin	Koechlin	2 laps/rear spring	*voiturette*
3	René Thomas	Lion-Peugeot L-3	2 laps/rear axle	*voiturette*

Did Not Appear

10	F. de Bazelaire	de Bazelaire	*voiturette*
17	Ettore Bugatti	Bugatti 13	*voiturette*
18		Crespelle	*voiturette*

25 F. Crespelle	Crespelle	
26 De Langhe	Darracq	
28 De Moraco	Benz	
30 De Chavez	Fiat	
31 Joseph Christiaens	Excelsior	

Alternate drivers

12 Paul Vonlatum	Vinot-Deguignand	*voiturette*
15 Rucodemi	Th Schneider	*voiturette*

IV American Grand Prize

5 October 1912 - Milwaukee: 659.44 km (12.682 km x 52 laps)

1	41 Caleb Bragg	Fiat	5h59m27.44, 110.07 kph
2	40 Erwin Bergdoll	Benz	6h14m58.38
3	43 Gil Anderson	Stutz	6h15m22.47
4	44 Barney Oldfield	Fiat	6h19m54.69
5	35 Ralph De Palma	Mercedes	51 laps/crash
6	44 George Clark	Mercedes	51 laps/flagged
7	42 Joe Horan/Bob Burman	Benz	47 laps/flagged (Burman-laps 35-47)

Fastest Lap: Teddy Tetzlaff, 6m07s (124.40 kph)
Pole Position: Bob Burman

Did Not Finish

33 Ted Tetzlaff	Fiat S74	30 laps/torque rod
32 Louis Fontaine	Lozier	22 laps/steering
34 Hughie Hughes	Mercer	18 laps/fuel line
36 Spencer Wishart	Mercedes	4 laps/con rod
31 Bob Burman	Benz	3 laps/piston

Did Not Start

37 David Bruce-Brown	Fiat	fatal crash in practice *
47 Ralph Mulford	Knox	ignition

Did Not Arrive
38
42
45
46

** also killed riding mechanic Tony Scudelari.*

When De Palma crashed from hitting Bragg's car (he then overturned), the handle of a jack which he carried on his car pierced the drivers abdomen. It was initially feared that he had splintered a rib and would die from his injuries.

1913

VIII Targa Florio

11-12 May 1913 - Giro di Sicilia: 1050 km (1050 km x 1 lap)

Formula Libre

1	Felice Nazzaro	Nazzaro	19h18m14.6
2	Giovanni Marsaglia	Aquila Italiana	20h43m49.2
3	Albero Mariani "Gloria"	De Vecchi	21h44m03.2
4	Berra	De Dion	22h22m56.2
5	Giuseppe Giordano	Fiat	22h26m04.8
6	Ugo Sivocci	De Vecchi	22h47m31.8
7	Luigi Lopez	Overland	23h12m42.8
8	Pietro Bordino	Lancia	23h43m26.0
9	Diana	Isotta Fraschini	23h43m50.2
10	Giovanni Stabile	Minerva	23h59m40.2
11	Turner	Renault	24h30m40.
12	De Prosperis	Sigma	26h39m12.

Did Not Finish

Ernesto Ceirano	SCAT
Cyril Snipe	SCAT
Ferdinando Minoia	Storero
Beria d'Argentina	Aquila Italiana
Tangazzi	Fiat
Garetto	Fiat
Olsen	Aquila Italiana
Negri	Italia
Napoli	Metz
Chiesa	Sigma
Barraia	SCAT
De Moraes	Fiat
Conti	Isotta Fraschini
Sofia	Ford
Fracassi	Ford
Musmeci	Nazzaro
G.Trombetta	Fiat
C.Trombetta	Fiat
Inglese	Mercedes
Baldoni	Lancia
Mina	

I Circuit de Provence

15 June 1913 - Trets: 294.05 km (42.01 km x 7 laps)

1	Georges Boillot	Peugeot EX3	7 laps

XIII Grand Prix de l'A.C.F.

12 July 1913 - Amiens: 916.98 km (31.62 km x 29 laps)

1	8	Georges Boillot	Peugeot EX3	7h53m56.8
2	14	Jules Goux	Peugeot EX3	7h56m22.4
3	15	Jean Chassagne	Sunbeam	8h06m20.2
4	2	Paul Bablot	Delage Y	8h16m13.6
5	10	Albert Guyot	Delage Y	8h17m58.8
6	9	Dario Resta	Sunbeam	8h21m38.4
7	16	René Champoiseau	Th Schneider	8h44m37.2
8	5	Joseph Christiaens	Excelsior	8h57m23.6
9	20	René Thomas	Th Schneider	9h04m12.2
10	6	René Croquet	Th Schneider	9h12m52.6
11	11	Sigurd Hornsted	Excelsior	9h37m40.6

Fastest Lap: Paul Bablot, 15m22.0 (123.462 kph)

Did Not Finish

19	Kenelm Lee Guinness	Sunbeam	15 laps/crash
17	Antonio Moriondo	Itala	13 laps/spring
7	Felice Nazzaro	Itala	12 laps/spring
4	Dragutin Esser	Mathis	8 laps/valve
1	Gustave Caillois	Sunbeam	4 laps/radius rod
12	Fernand Gabriel	Th Schneider	3 laps/carburettor
3	Carl Jörns	Opel	1 lap/engine
18	Delpierre	Peugeot EX3	1 lap/crash
13	H. Pope	Itala	1 lap/engine

N.B. - Bigio killed testing his Itala before the race. Paul Zuccarelli was killed when hig Peugeot crashed into a cart before the race.

I Grand Prix de l'A.C.F. des Cyclecars

13 July 1913 - Amiens: 262.305 km (17.487 km x 15 laps)

1	13	Henri Bourbeau	Bedelia	3h55m54
2	37	Canoriel	Sphinx-Globe JAP	4h05m11
3	25	J. Ronteix	Ronteix	4h11m16
4	39	De Peyrecave	Duocar JAP	4h12m24
5	21	Leveque	Super Anzani	4h12m32
6	38	Pouliez	Viloet-Bogey	4h16m47
7	26	Jolibois	Ronteix	4h30m15

Did Not Finish

20	Dragutin Esser	Mathis	
17	Marcel Violet	Violet-Bogey	
36	Prevot	Bedelia	Crash
30	Antony	Violet-Bogey	Steering gear
16	Douglas Hawkes	Dew Precision	Mechanical
32	Bonville	Bedelia	10 laps/Fire
28	Francis Samuelson	Marlborough	10 laps/Overheating
35	Simon	Automobilette	
19	Lucien Noel	Noel	
18	Archie Frazer-Nash	GN	
15	Messeroy	Duocar JAP	
14	Whitehead	GN	
33	Forster	Sphinx-Globe JAP	1 lap/Crankcase
27	Francis	Duocar JAP	1 lap/Magneto

Did Not Appear

22	L. des Salles	La Roulette
23	Vogliotti	La Roulette
24	Pesse	de Gueschin
29	Bolton	Bolton-Precision
31	Contenet	Bedelia
34	Ducruzel	Automobilette

Alternate driver

35	Chaudy	Automobilette

I Grand Prix de l'U.M.F. des Cyclecars

4 August 1913 - Le Mans: 270.305 km (54.061 km x 5 laps)

1	45	Muraour	Ronteix	3h37m25.6, 74.60 kph
2	33	Marcel Violet	Violet-Bogey	3h38m54.6
3	47	Bas	Bebe-Peugeot	3h39m32.0
4	35	Jolibois	Ronteix	3h43m50.4
5	42	Chichon	Bebe-Peugeot	3h45m56.0
6	32	Blanc	Bebe-Peugeot	3h50m53.6
7	36	Emil Mathis	Mathis	3h54m38.6
8	38	Leveque	Super Anzani	4h05m09.8
9	39	Lucien Noel	Noel	4h26m08.6
10	30	Heck	FIF	4h35m47.8

11	34	Henri Bourbeau	Bedelia	4h39m11.0
12	43	Antony	Violet-Bogey	5h47m06.4

Did Not Finish

	29	P. Besson	GEP	
	37	Ducruzel	Automobilette	Steering gear
	48	Pouliez	Violet-Bogey	
	31	A. Briard	Singer	2 laps
	46	Simon	Automobilette	1 lap/Crash
	44	Bonville	Bedelia	1 lap/Carburettor

Did Not Appear

40	R. Dupleux	Regor
41	L. des Salles	La Roulette

Alternate Driver

32	Griliat	Bebe-Peugeot
42	Perrins	Bebe-Peugeot
46	Chaudy	Automobilette
47	Blanchard	Bebe-Peugeot

III Grand Prix de France & II Coupe de la Sarthe (for voiturettes)

5 August 1913 - Le Mans: 540.00 km (54.000 km x 10 laps)

1	11	Paul Bablot	Delage Y	4h21m50, 123.751 kph
2	19	Albert Guyot	Delage Y	4h26m30
3	25	Theodore Pilette	Mercedes	4h27m53
4	12	Otto Salzer	Mercedes	4h34m52
5	24	Arthur Duray	Delage Y	4h35m31
6	20	Christian Lautenschlager	Mercedes	4h36m51
7	27	Leon Elskamp	Mercedes	5h18m45
8	26	Rene Thomas	Th Schneider	5h25m55
9	3	Jean Porporato	Gregoire	5h47m48 *voiturette*

Fastest Lap: Paul Bablot, 24m24 (132.81 kph)

Did Not Finish

	2	F. Crespelle	Crespelle	5 laps/Lubrication *voiturette*
	10	René Champoiseau	Th Schneider	4 laps/Crash
	23	Fernand Gabriel	Th Schneider	3 laps/Piston
	1	Lucien Molon	Vinot-Deguignand	3 laps/Bearing *voiturette*
	22	Sigurd Hornsted	Excelsior	3 laps/Fire
	18	René Croquet	Th Schneider	2 laps/Piston
	17	Zoltan Soldatenkov	Brasier	2 laps/Fuel feed
	4	Leon Molon	Vinot-Deguignand	2 laps/Bearing *voiturette*
	16	De Moraes	Benz	2 laps/Poor visibility
	14	Joseph Christiaens	Excelsior	1 laps/Timing gears

Did Not Appear

13	Georges Boillot	Peugeot EX3
15	Carl Jörns	Opel
21	Jules Goux	Peugeot EX3
28	Charles de Monte	Fiat

Alternate driver:

16	Victor Hemery	Benz

VII Coupe des Voiturettes

21 September 1913 - Boulogne: 623.80 km (51.983 km x 12 laps)

1	8	Georges Boillot	Peugeot	6h07m40.8
2	19	Jules Goux	Peugeot	6h16m03.4
3	23	Kenelm Lee Guinness	Sunbeam	6h18m50.6
4	3	John Hancock	Vauxhall	6h58m18.0
5	26	Victor Rigal	Peugeot	6h59m44.0
6	11	Tabuteau	Alda	7h52m34.0
7	2	D’Avaray	Anasagasti	8h07m25.0

Fastest Lap: Jules Goux, 29m27 (106.627 kph)

Did Not Finish

14	W. Watson	Vauxhall	11 laps/Rear axle
4	Jean Chassagne	Sunbeam	6 laps/Rear axle
22	Henri Petit	Alda	4 laps
9	Coosamans	FAB	4 laps
20	Losci	FAB	3 laps/Engine
21	Albert Guyot	Delage	3 laps
5	François Repusseau	Th Schneider	3 laps/Cylinder
17	Drouillet	Buick	1 lap/Crash
12	Briard	Zenia	1 lap/Steering gear
15	Dario Resta	Sunbeam	0 laps/Rear axle, crash

Did Not Appear

6		Buick
7	A. Koechlin	Koechlin
10	Paul Bablot	Delage
16		Th Schneider
18		Koechlin
21	Albert Guyot	Delage
24		Th Schneider
25		Koechlin
27		Koechlin

Alternate Driver

20	Jakke	FAB

1914

V American Grand Prize

28 February 1914 - Santa Monica: 648.934 km (13.519 km x 48 laps)

Ps	#	SP	Driver	Car	Result
1	4	4	Eddie Pullen	Mercer	5h13m30, 124.250 kph
2	17	14	Guy Ball	Marmon	5h53m23
3	6	5	William Taylor	Alco	6h08m29
4	12	10	Ralph DePalma	Mercedes	6h09m08
5	3	3	Gil Anderson	Stutz	45 laps/Engine
NC	9	8	Huntley Gordon	Mercer	41 laps/Flagged

Fastest Lap: Teddy Tetzlaff, 5m49.0 (139.456 kph)

Did Not Finish

	7	6	Barney Oldfield	Mercer	37 laps/Bearings
	20	17	Eddie Rickenbacker	Mason	34 laps/Crankshaft
	14	11	John Marquis	Sunbeam	33 laps/Crash
	15	12	Charles Muth	Marmon	25 laps/Out of fuel
	19	16	Tony Jannette	Alco	24 laps/Cylinder
	2	2	Spencer Wishart	Mercer	23 laps/Bearings
	16	13	Dave Lewis	Fiat S74	22 laps/Bearings
	1	1	Teddy Tetzlaff	Fiat S74	18 laps/Con-rod
	11	9	Frank Goode	Apperson	18 laps/Push-rod
	8	7	Earl Cooper	Stutz	6 laps/Valve
	18	15	Frank Verbeck	Fiat S74	2 laps/Valve

Did Not Start

5	William Carlson	Mason Duesenberg	Con-rod

Did Not Arrive

10	Harry Grant	Isotta

Carlson broke his con-rod while driving his car from the garage to the track. Harry Grant did not appear for the race, as he couldn't repair the piston broken in the earlier Vanderbilt Cup race. Rickenbacker was entered as "Baron von Rickenbacher", a nickname picked up while barnstorming. Cars were started every 15 seconds.

IV Coppa Florio

14 April 1914 - Medio Madonie: 446.4 km (148.82 km x 3 laps)

1	Felice Nazzaro	Nazzaro	
2	Erneste Ceirano	SCAT	
3	Nino Franchini	Alfa Romeo	
4	Giuseppe Campari	Alfa Romeo	
5	Colombo	SCAT	8h43m43
6	Ugo Sivocci	De Vecchi	8h51m22
7	Lopez	FIAT	8h57m30
8	Negro	Caesar	9h05m24
9	Cortese	Nazzaro	9h20m51

IX Targa Florio

24-25 May 1914 - Giro di Sicilia: 979 km (979 km x 1 lap)

1	Ernesto Ceirano	SCAT	16h51m31.6
2	A. Mariani Gloria	De Vecchi	18h41m53.8
3	Luigi Lopez	Fiat	19h45m26.2
4	Colombo	SCAT	19h45m53.6
5	Mario Cortese	Nazzaro	19h58m11.8
6	Lucca	Nazzaro	19h58m42.8
7	Antonio Trombetta	Fiat	20h01m06.0
8	Rigoletti	Diatto	21h49m01.4

Did Not Finish

Felice Nazzaro	Nazzaro	Transmission
Eraldo Fracassi	Alfa	
Giuseppe Campari	Alfa	
Ugo Sivocci	De Vecchi	
Nino Franchini	Alfa	

Did Not Arrive

Galati	Alda
Meo Costanti	Aquila Italiana
Marsaglia	Aquila Italiana
Zeuli	Aquila Italiana
Ruggerone	Aquila Italiana
A. Beccaria	Beccaria
E. Beccaria	Beccaria
Scuderi	Beccaria
Steimvender	Benz
Negro, de Manaud	Caesar
Giuseppe Baldoni	De Dietrich
Berra	De Dion Bouton
Lucca	Laurin & Klement typ S
Marano	Ford
Lanza	Isotta Fraschini
Musumeci	Martini
Cortese	Nazzaro
Diana	Nazzaro
Conti	Peugeot
Tortora	Renault
Cyril Snipe	SCAT
Porri	SCAT

XIV Grand Prix de l'Automobile Club de France

4 July 1914 - Lyon: 752.58 km (37.629 km x 20 laps)

1	28	Christian Lautenschlager	Mercedes GP	7h08m18.4, 105.677 kph
2	40	Louis Wagner	Mercedes GP	7h09m54.2
3	39	Otto Salzer	Mercedes GP	7h13m15.8
4	19	Jules Goux	Peugeot EX5	7h17m47.2
5	24	Dario Resta	Sunbeam	7h28m17.4
6	17	Dragutin Esser	Nagant	7h40m28.2
7	32	Victor Rigal	Peugeot EX5	7h44m28.2
8	35	Arthur Duray	Delage S	7h51m32.0
9	6	René Champoiseau	Th Schneider	8h06m51.6
10	2	Carl Jörns	Opel	8h17m09.6
11	27	Antonio Fagnano	Fiat	8h26m11.2

Fastest Lap: Max Sailer, 20m06.0 (112.325 kph)

Did Not Finish

5	Georges Boillot	Peugeot EX5	19 laps/Engine
11	Tournier	Pic-Pic	18 laps
22	Jean Porporato	Nazzaro	18 laps/Engine
3	Leon Elskamp	Nagant	18 laps
23	Albert Guyot	Delage S	18 laps/Engine
9	Paul Bablot	Delage S	16 laps/Engine
16	Emile Erndtmann	Opel	12 laps
30	Franz Breckheimer	Opel	12 laps
10	Jean Chassagne	Sunbeam	12 laps/Big end
1	François Szisz	Alda	11 laps/Driver injury
15	Piero Pietro	Alda	10 laps
13	Alessandro Cagno	Fiat	10 laps/Valve
36	Kenelm Lee Guinness	Sunbeam	9 laps/Engine
25	Thomas Clarke	Pic-Pic	8 laps
33	Juvanon	Th Schneider	8 laps/Engine
34	De Moraes ("Cenesio")	Nazzaro	8 laps/Engine
20	Fernand Gabriel	Th Schneider	8 laps/Engine
18	Ralph DePalma	Vauxhall	7 laps/Gearbox
29	Maurice Tabuteau	Alda	7 laps/Crash
38	John Scales	Fiat	7 laps/Valve gear
14	Max Sailer	Mercedes GP	5 laps/Engine

8	Felice Nazzaro	Nazzaro	3 laps/Engine
41	Theodore Pilette	Mercedes GP	3 laps/Propellor shaft
31	W. Watson	Vauxhall	2 laps/Carburettor
26	Meo Costantini	Aquila Italiana	1 lap/Engine
4	John Hancock	Vauxhall	1 lap/Engine

Did Not Appear

7		Caesar Scacchi
12	Beria d'Argentina	Aquila Italiana
21		Caesar Scacchi
37		Aquila Italiana

1915

VI American Grand Prize

27 February 1915 - San Francisco: 644.22 km (6.195 km x 104 laps)

FP	#	SP	Driver	Car	Time
1	9	9	Dario Resta	Peugeot EX3	7h07m53, 90.339 kph
2	26	23	Howard Wilcox	Stutz	7h14m36
3	28	25	Hughie Hughes	"Ono" Fiat Pope-Hartford	7h21m46
4	5	5	Gil Anderson	Stutz	7h30m21
5	12	12	Louis Disbrow	Simplex	7h31m38
6	10	10	Louis Nikrent	Mercer	102 laps/Flagged
7	30	27	Harry Grant	Case	102 laps/Flagged
8	31	28	Tom McKelvey	Overland	99 laps/Flagged
9	15	14	Claude Newhouse	Delage Y	92 laps/Flagged
10	3	3	Jack Gable	"Tahis" Robinson-Wisconsin	92 laps/Flagged
11	20	19	Cliff Durant	Chevrolet Stutz	91 laps/Flagged
12	11	11	Cap Kennedy	Edwards Special	84 laps/Flagged
13	29	26	William Taylor	Alco	81 laps/Flagged

Did Not Finish

	32	29	William Carlson	Maxwell	99 laps/Withdrew - rain
	2	2	Tom Alley	Duesenberg	89 laps/Withdrew - rain
	18	17	Jack LeCain	Chevrolet	81 laps/Withdrew - rain
	4	4	Eddie Pullen	Mercer	71 laps/Withdrew - rain
	6	6	Glover Ruckstell	Mercer	67 laps/Withdrew - rain
	22	21	Ralph DePalma	Mercedes	66 laps/Withdrew - rain
	21	20	Eddie Hearne	Case	64 laps/Withdrew - rain
	51	30	Huntley Gordon	Gordon Special Mercer	62 laps/Withdrew - rain
	19	18	Eddie O'Donnell	Duesenberg	59 laps/Withdrew - rain
	24	22	Jim Parsons	Parsons Special Stutz	55 laps/Withdrew - rain
	16	15	Art Klein	King Case	51 laps/Piston
	17	16	Eddie Rickenbacker	Maxwell	41 laps/Fouled plugs
	14	13	Caleb Bragg	Californian Mercer	35 laps/Withdrew - rain
	1	1	Barney Oldfield	Maxwell	31 laps/Piston
	7	7	Lou Gandy	Edwards	21 laps/Hit fence, broken axle
	27	24	John Marquis	Bugatti	6 laps/Ignition
	8	8	Earl Cooper	Stutz	3 laps/Crankcase

Did Not Qualify

	Erwin Bergdoll	Benz	Practice crash
34	T.A.Tomasini		Practice crash

Did Not Arrive

23
25

Lap Leaders: Dario Resta laps 1-35
Hughie Hughes laps 36-45
Dario Resta laps 46-104

1916

VII American Grand Prize

18 November 1916 - Santa Monica: 648.934 km (13.519 km x 48 laps)

1	26	Howard Wilcox/John Aitken	Peugeot EX5	4:42:47*, 137.609 kph
2	8	Earl Cooper	Stutz	4:48:59
3	20	A. H. Patterson	Hudson	5:09:39
4	6	Clyde Rhoades	Hudson	5:54:05
5	21	William Weightman/E.Rickenbacker	Duesenberg	45 laps/Flagged

Fastest Lap: Ed Ruckstell

Did Not Finish

3	Glover Ruckstell	Mercer	39 laps/Valve
23	William Cody	Cody Special	33 laps/Engine
18	George Buzane	Duesenberg	27 laps/Piston
17	Eddie Rickenbacker	Duesenberg	27 laps/Stripped gears
1	Dario Resta	Peugeot EX5	19 laps/Ignition
9	Cliff Durant	Stutz	17 laps/Valve
24	Lewis Jackson	Marmon	13 laps/Fatal crash
14	Sterling Price	Gandy Spec. Duesenberg	12 laps/Clutch
27	Omar Toft	Omar Spec. Duesenberg	10 laps/Clutch
19	Ira Vail	Hudson	9 laps/Piston
4	Eddie Pullen	Mercer	8 laps/Crash, fire
22	William Carlton	Owl Special	6 laps/Pump
11	Mike Moosie	Duesenberg	5 laps/Clutch
25	Dave Anderson	Kissell	5 laps/Valve
10	Emil Agraz	Hercules	2 laps/Con-rod
16	John Aitken	Peugeot EX5	1 lap/Piston

** Wilcox drove laps 1-20, Aitken relieved him for laps 21-48.*
Weightman drove laps 1-29, Rickenbacker relieved him for laps 30-46.

Having won the Vanderbilt Cup, Resta drove his car to Harry Miller's Los Angeles garage for a complete rebuild in the two days between races. Other drivers rebuilt their cars locally, but with there being no practice, drivers had to practice on the rural roads. This tripped up Rea Lentz in his Hartman Special, who crashed while trying to run in a set of bearings. He was uninjured, but his car was damaged beyond repair. Barney Oldfield announced that his new Miller engine had suffered from a cracked cylinder casting, and withdrew his Delage.
The race started with drivers being released every 10 seconds. Lewis Jackson, at an estimated 110 mph, lost control while taking the slight turn on San Vicente Boulevard on lap 13, jumping a kerb and going into the crowd, felling two small trees before coming to a halt against a large pepper tree. Jackson and three spectators (moving picture cameraman J.B.Jenkins, Harold Edgerton, and lemonade stall operator Mrs Lulu Juratch) died from their injuries.

Racing in the USA

Racing in the USA seems to have occurred ever since the steam vehicle was created, with some of the first purpose built venues also being created in the country. The beginnings of racing in the US influenced how racing would be run for the next hundred years.

In the absence of purpose built venues, early racing happened wherever it could. There were races on the public roads, but they mostly happened on the race courses they had already – those for horse racing and buggy racing, i.e. dirt ovals. Ovals became the predominant form of race track, a situation quite different from that in Europe. The stage was set for a very divergent set of race series to develop on the two continents.

The AAA National Championship Trail

In 1908, the AAA was approached by a group of automobile manufacturers to set up a way of policing racing without the suspicion of partiality which had pervaded racing previously when it had been organised by the manufacturers themselves. The Manufacturers Contest Association was set up with the AAA to sanction and regulate American racing, and the National Championship Trail established, although there was no championship at stake. There was no official championship until 1916, but the start of World War I and the entry of the US into the conflict meant that there wasn't another championship until 1920.

In 1926-27 the Secretary of the AAA Contest Board Val Haresnape retrospectively announced champions for 1909-15 and 1917-19 based on all AAA races (five-mile dashes, class results and city-city marathons). In 1951, Russ Catlin further revised the official AAA records, publishing new results for 1902-08, amending the 1909 Haresnape champion from Bert Dingley to George Robertson, and awarding the 1920 series to Tommy Milton.

The Haresnipe Champions

Year	Driver	Nat
1909	Bert Dingley	USA
1910	Ray Harroun	USA
1911	Ralph Mulford	USA
1912	Ralph de Palma	USA
1913	Earl Cooper	USA
1914	Ralph de Palma	USA
1915	Earl Cooper	USA
1917	Earl Cooper	USA
1918	Ralph Mulford	USA

The Catlin-Champions

Year	Driver	Nat
1902	Harry Harkness	USA
1903	Barney Oldfield	USA
1904	George Heath	USA
1905	Victor Hemery	F
1906	Joe Tracy	USA
1907	Eddie Bald	USA
1908	Louis Strang	USA
1909	George Roberts	USA

The newspapers of the period report the Lozier company as winning the 1909 National Championship, but it is not reported what rounds constituted this championship. In addition, a National Circuit was proposed for 1911, with proposals for a primary and secondary circuit (and even separate circuits in Texas, taking in San Antonio, Galveston and Amarillo, and the Northwest, taking in Spokane, Portland and Seattle), but after talks held at Indianapolis on the weekend of the 500 mile international sweepstakes, the idea was abandoned as there were too many dates, and it was thought that there wouldn't be sufficient support throughout the year to live up to the 'national' designation. However, the events nominated for the actual national trail differ from those used by Haresnipe, so on what basis did he really make his selection of events? We'll probably never know. The National Contest Trail was incorporated in Albany in April 1911 to run the proposed championship, and even opened an office at room 807, 437 Fifth Avenue, New York. The events proposed for 1911 were:

May 30	Indianapolis
Jun 8	Algonquin Hillclimb
Jun 13-14	Milwaukee
Jun 24	Brighton Beach
Jul 1	Riverhead
Jul 4	Port Jefferson Hillclimb
Jul 11	Dead Horse Hill, Worcester
Jul 29	Belmont Driving Track, Philadelphia
Aug 12	Detroit
Aug 25	Elgin
Sep 4	Indianapolis
Sep 9	St Paul
Sep 16	Syracuse
Sep 28	Lowell
Oct 7	Fairmount Park, Philadelphia
Oct 19-21	Atlanta Motordrome
Nov 3	Savannah Light Car Race

There may also have been an official national trail in 1910. "Grand Circuit" and/or "National Circuit Automobile Races" were announced for the following dates and venues:

Jul 8	Churchhill Downs, Louisville, KY
Jul 10	Latonia, OH
Jul 29-30	Columbus, OH
Sep 14-17	New York State Fairgrounds, Syracuse

Other events were also to be held at Detroit MI, Pittsburg PA, Washington DC, Hartford CT, Boston MA, and Galveston TX. These would appear to be a series of events held with no points awarded or championship declared.

The 1917 national championship calendar was released by the AAA, although the US entry into the war caused its cancellation. The proposed rounds were as follows:

May 30	Indianapolis, IN
Jul 4	Omaha, NE
Jul 14	Des Moines, IA
Jul 15	Missoula, MT
Sep 3	Cincinatti, OH
Sep 15	Providence, RI
Sep 29	Sheepshead Bay, NY
Oct 13	Chicago Speedway, IL

1905 – The Championship that never was?

The American Automobile Association instigated a national championship in 1905, "won" by Barney Oldfield. The idea of the championship appears to have originated with Dave Hennen Morris, and it was presented to the AAA Racing Board in April 1905, soon after the new chairman, Robert Lee Morrell, was elected. It appears as though a media campaign to stop track racing following serious injuries to Earl Kiser (who lost a leg) and Webb Jay (who punctured a lung and broke nine ribs) caused the AAA to abandon the championship, especially after several manufacturers withdrew their cars from track meetings, and some automobile clubs cancelled their events[1]. The contributing rounds were as follows:

Date	**Venue**
10th June	Morris Park
16th-17th June	Charter Oak, Hartford, CT.
26th June	Empire City
3rd July	Morris Park
8th August	Grosse Pointe, Detroit

[1] This was stated in the trade paper Horseless Age at the time.

11th-12th August	Glenville Driving Track, Cleveland
18th-19th August	Kenilworth Park, Buffalo
9th September	Hyde Park, Readville
23rd September	Narragansett Park
29th September	Poughkeepsie

Although no championship was formally declared by the AAA (although a report in the Racine Daily Journal on the 4th January 1906 indicates that Oldfield received a gold medal in New York for winning), the points standings were as follows:

Driver	Points
Barney Oldfield	22
Louis Chevrolet	16
Webb Jay	7
Dan Wurgis	4
Charles Burman	4
Emanuel Cedrino	4
Herbert Lytle	2
Montague Roberts	2
Guy Vaughn	1
Frank Durbin	1
Frank Ridgeway	1

Championship Classes

Following the setting up of the Championship Trail for 1909, the Contest Board developed a set of car classes with their own divisions. Races were often held for specific classes within the same race meeting. The classes were defined as follows:

Class	Description
A	Stock chassis with divisions according to price.
B	Stripped stock chassis with divisions according to engine capacity.
C	Non-stock chassis with divisions according to engine capacity
D	Free-for-all
E	Special vehicles
F	
G	Motor buggies and electric vehicles
K	Commercial vehicles

For 1909, the subdivisions were as follows:

Division Class A	Description	Division Class B	Desciption
1	List price of $4001 and over	1	Engine capacity of 451-601 ci, minimum weight of 2400 lbs
2	List price of $3001-$4000	2	Engine capacity of 301-450 ci, minimum weight of 2100 lbs
3	List price of $2001-$3000	3	Engine capacity of 231-300 ci, minimum weight of 1800 lbs
4	List price of $1251-$2000	4	Engine capacity of 161-230 ci, minimum weight of 1500 lbs
5	List price of $851-$1250	5	Engine capacity of 160 ci and under, minimum weight of 1200 lbs
6	List price of under $850		

These were modified for 1910 as follows:

Division	Description	Division	Desciption	Division	Description

Class A		Class B		Class C	
1	List price of $800 and under	1	Engine capacity of 160 ci and under, minimum weight of 1100 lbs	1	Engine capacity 160 ci and under.
2	$801-$1200	2	161-230 ci, minimum of 1400 lbs	2	161-230 ci
3	$1201-$1600	3	231-300 ci, minimum of 1700 lbs	3	231-300 ci
4	$1601-$2000	4	301-450 ci, minimum of 2000 lbs	4	301-450 ci
5	$2001-$5000	5	451-600 ci, minimum of 2300 lbs	5	451-600 ci
6	Over $5001	6	601-750 ci, minimum of 2500 lbs	6	601-750 ci

Further subdivisions were created for 1916, with class A divided by list price, and classes B, C and E divided by engine capacity:

Division Class A	Price band	Divisions Class B, C & E	Engine capacity band
1	$450 and under	1	70ci and under
2	$451-$800	2	71-100 ci
3	$801-$1200	3	101-125 ci
4	$1201-$1600	4	126-160 ci
5	$1601-$2000	5	161-230 ci
6	$2001-$3000	6	231-300 ci
7	$3001-$4000	7	301-400 ci
8	$4001 and iver	8	401-600 ci
		9	Over 600 ci

The following sections are split as follows. Firstly, the races considered to make up the AAA National Championship Trail, including the Haresnipe championships, are shown. Following this, the earlier races, including the Catlin Championship races and other non-championship events, are shown.

1909 AAA National Championship Trail

Portland 45 Mile Race I

12 June 1909 - Portland: 43.8 miles (14.6 miles x 3 laps)

FP	Car #	Driver	Car	Time
1	15	Howard Covey	Cadillac 30	0h47m08, 55.757mph
2	6	Bert Dingley	Chalmers-Detroit 30	0h47m27
3		P. Gill	Buick	Out
4		Charlie Bell	Stoddard-Dayton	Out
5		Frank Murray	Auburn	Out
6		Harry Cohen	Auburn	Out

Lap Leaders: Howard Covey lap 1 - lap 3

N.B. Restricted to stock class cars costing $1600 or under.

Portland 45 Mile Race II

12 June 1909 - Portland: 43.8 miles (14.6 miles x 3 laps)

FP	Car #	Driver	Car	Time
1	9	Charlie Arnold	Pope-Hartford	0h45m53, 57.276mph
2	6	Bert Dingley	Chalmers-Detroit	0h47m27
3	14	Sam Christopherson	Stoddard-Dayton	0h47m34
4	7	Edward Parker	Studebaker	Out
5	10	William Wallace	White	Out
6	18	Gus Seyfried	Pope-Hartford	Out
7		W. Harrison	Oldsmobile	Out

Lap Leaders: Charlie Arnold lap 1 - lap 3

N.B. Restricted to stock class cars costing less than $3000.

Wemme Cup

12 June 1909 - Portland: 102.2 miles (14.6 miles x 7 laps)

FP	Car #	Driver	Car	Time
1	6	Bert Dingley	Chalmers-Detroit	1:44:18, 58.792mph
2	14	Sam Christopherson	Stoddard-Dayton	1:44:31
3	2	Murray Page	Locomobile	1:51:05
4	9	Charlie Arnold	Chalmers-Detroit	6 laps
5	10	William Wallace	Pope-Hartford	6 laps
6	13	Ralph Hamlin	Franklin	6 laps
7	16	M. Velguth	Studebaker	6 laps
8	12	J. Peterson	Locomobile	6 laps
9	5	C. Dundee	White	5 laps
10	7	Edward Parker	Studebaker	5 laps
11	4	J. Meclem	Franklin	2 laps
12	18	Gus Seyfried	White	1 lap
13	15	Howard Covey	Cadillac	1 lap
14		Harry Cohen	Auburn	0 laps/crash

Lap Leaders: Bert Dingley lap 1 - lap 5
Sam Christopherson lap 6 - lap 6
Bert Dingley lap 7

N.B. - Free formula race

Indiana Trophy

18 June 1909 - Crown Point: 232.7 miles (23.27 miles x 10 laps)

FP	Car #	Driver	Car	Time
1	19	Joe Matson	Chalmers-Detroit	4:31:21, 51.463mph
2	10	George Robertson	Locomobile	4:39:03
3	6	Adolph Monson	Marion	4:42:03
4	7	James Florida	Locomobile	4:54:02
5	16	Fred Wiseman	Stoddard-Dayton	4:54:16
6	11	Philip Wells	Moon	4:57:27
7	17	Al Poole	Chalmers-Detroit	9 laps
8	1	Alvin Maisonville	Corbin	8 laps
9	3	Harry Stutz	Marion	7 laps/retired
10	18	Carl Wright	Stoddard-Dayton	7 laps
11	5	Willie Knipper	Chalmers-Detroit	4 laps/cracked cylinder
12	2	Bob Burman	Buick	4 laps/disqualified
13	8	Louis Chevrolet	Buick	3 laps/broken valve
14	14	Lewis Strang	Buick	1 lap/broken axle
15	9	Billy Pearce	Falcar	1 lap
16	15	Ruehl	Falcar	1 lap
NS	12	Arthur W.Greiner	Renault	Withdrawn
NA	4		Ford	Did not appear

Lap Leaders: Bob Burman lap 1 - lap 2
Joe Matson lap 3
Willie Knipper lap 4
Joe Matson lap 5 - lap 10

N.B. Restricted to cars with an engine size of no more than 300 cubic inches. According to the Lake County Times, race winner Matson said "I thought that we would win, but I didn't know for sure we had until we slowed up after the last lap. The only way by which I could judge was when we passed cars. One car, which I now know to be one of those withdrawn, passed us. I didn't know it had quit."

Cobe Trophy

19 June 1909 - Crown Point: 395.59 miles (23.27 miles x 17 laps)

FP	#	Driver	Car	Time
1	10	Louis Chevrolet	Buick	8:01:39
2	2	William Bourque	Knox	8:02:44
3	9	George Robertson	Locomobile	8:14:30
4	11	Eddie Hearne	Fiat	8:22:04
5	5	C. Englebeck	Stoddard-Dayton	8:26:05
6	1	Bert Miller	Stoddard-Dayton	13 laps/Sheared universal joint pins
7	4	Lewis Strang	Buick	13 laps/Flagged
8	8	Herbert Lytle	Apperson	11 laps/Broken spring
9	7	Al Denison	Knox	6 laps/Connecting rod
10	12	Bob Burman	Buick	5 laps/Broken fuel tank
11	3	Joe Seymour	Apperson	3 laps/Connecting rod
12	6	James Florida	Locomobile	0 laps/Wrecked

Lap Leaders:		
	Bob Burman	laps 1-2
	Al Denison	laps 3,5
	Louis Chevrolet	laps 4,6-9,14-17
	George Robertson	laps 10-12
	William Bourque	lap 13

N.B. Limited to stock chassis of over 300 ci. The cars started one minute apart from 8am in car number order.

Denver, CO

5 July 1909 - Denver: 290 miles (14.5 miles x 20 laps)

FP	#	Driver	Car	Time
1	6	Eaton McMillian	Colburn	7:26:24
2	5	Harold Brinker	Moon	7:29:02
3	4	Willie Knipper/Joe Matson	Chalmers-Detroit	7:38:48
4	2	Martin Fletcher	Oldsmobile	Flagged
5		E. Noyes	Colburn	Flagged
6	3	Joe Matson	Chalmers-Detroit	8 laps/Magneto
7	1	Morris Martin	Marmon	7 laps/Wrecked

Lap Leaders:		
	Harold Brinker	laps 17-19
	Willie Knipper	laps 1,3-14
	Joe Matson	laps 2,15-16
	Eaton McMillian	lap 20

N.B. - Joe Matson drove laps 14-20. Race limited to stock chassis, free otherwise

Ferris Trophy

10 July 1909 - Santa Monica: 202.008 miles (8.417 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	1	1	Harris Hanshue	Apperson	3:08:03
2	16	15	Bruno Seibel	Chadwick	3:15:30
3	11	11	Frank Free	Stearns	3:19:52
4	14	13	Murray Page	Locomobile	3:21:15
5	2	2	Frank Siefert	Stoddard-Dayton	3:24:32
6	6	6	Harry Lord	Studebaker	3:26:40
7	3	3	Ralph Hamlin	Franklin	3:29:57
8	10	10	J. A. Scott	Pope-Hartford	3:37:04
9	8	8	Ted Tetzlaff	Lozier	21 laps/Flagged
10	7	7	George Bradbeer	Premier	20 laps/Flagged
11	12	12	R. O. Shannon	Haynes	13 laps/Hit tree, wrecked
12	15	14	Elmer Huber	Thomas	10 laps/Broken water pump

13	5	5	L. B. Harvey	Rambler	10 laps/Engine
14	4	4	Bert Dingley	Chalmers-Detroit	7 laps/Broken frame
15	9	9	Harold Stone	Columbia	2 laps/Broken magneto

Lap Leaders: Ted Tetzlaff laps 1-7
Frank Free laps 8-9
Harris Hanshue laps 10-24

N.B. Limited to stock chassis, heavy cars. All entered cars had to be owned by someone who had been resident in California for at least one year, although drivers were allowed to be from anywhere in the Pacific Region.
During practice for the race, there was one fatality amongst the spectators. According to the Los Angeles Times, "W.W.Swain, an old soldier, dropped dead this morning while watching the automobiles over the course, near the Soldiers Home. The soldier was standing [….] when the Pope-Hartford car came whirling by […] the old man fell to the ground. Heart failure was the cause of death and it is supposed that the excitement in seeing the flying cars go by was too much for him."
On the first lap, Siefert skidded wide at Dead Man's Curve and he tore off a tyre, smashing an oil pipe. He repaired the car, but lost a laps worth of time in the process. Dingley turned up to the start six minutes late, and this lateness was added to his overall time.

Shettler Trophy

10 July 1909 - Santa Monica: 202.008 miles (8.417 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	4	4	Bert Dingley	Chalmers-Detroit	3:38:40
2	2	2	Frank Siefert	Stoddard-Dayton	3:42:49
3	9	9	Louis Nikrent	Buick	3:49:30
4	3	3	Clarence Smith	Maxwell	3:53:35
5	8	8	Robert Greer	Mitchell	21 laps/Flagged
6	6	6	Hager	Regal	20 laps/Flagged
7	7	7	Clarence McKeague	Durocar	19 laps/Broken drive shaft
8	1	1	Sam Christopherson	Cadillac	18 laps/out
9		5	B. Breig	Studebaker	13 laps/out

Lap Leaders: Bert Dingley laps 18-24
Frank Siefert laps 1-17

N.B. Limited to stock chassis, light cars. Rather than use the standard AAA classification, the race organisers called any car below 250 cubic inches a light car. Cars let off in twos at 1 minute intervals. All entered cars had to be owned by someone who had been resident in California for at least one year, although drivers were allowed to be from anywhere in the Pacific Region. Each row of cars was started at one minute intervals.

Prestolite Trophy

19 August 1909 - Indianapolis: 250 miles (2.50 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	35		Bob Burman	Buick	4:38:57.4
2	61		Jap Clemens	Stoddard-Dayton	4:46:01.8
3	7		Charles Merz	National	4:57:07.1
4	6		Tom Kincaid	National	99 laps/fuel feed
5	21		Bert Miller	Stoddard-Dayton	98 laps/flagged
6	53		Fred Ellis	Jackson	88 laps/magneto
7	3		William Bourque	Knox	58 laps/fatal accident
8	37		Louis Chevrolet	Buick	58 laps/blinded by dust
9	36		Lewis Strang	Buick	36 laps/out

Lap Leaders: Bob Burman laps 15-81,89-100
Fred Ellis laps 82-88
Louis Chevrolet laps 1-14

N.B. Stock chassis, 301-450 cubic inches. Bourque's mechanic, Harry Holcomb, was also fatally injured.
William A.Bourque was born in West Farnham, Canada in 1879, but moved to Springfield, Illinois in 1887. At the time of his death, he was living at 97 Old Bridge Street, and was engaged to Miss Alexina Bolvin from West Springfield (she was having her wedding gown fitted when news of Bourque's death was brought to her). He had joined the Knox auto company in Springfield as an assembler in 1903, and was later promoted tp a tester. Soon after he became a demonstrator, and represented the company at numerous speed events. Harry Holcomb lived in Granville, and

left behind a wife and child. He had been a tester for Knox since 1907, and this race had been the second in which he was mechanician to Bourque, the first time being the Cobe Trophy race at Crown Point.

G&J Trophy

20 August 1909 - Indianapolis: 100 miles (2.50 miles x 40 laps)

FP	#	SP	Driver	Car	Time
1	33		Lewis Strang	Buick	1:32:47.08
2	32		George DeWitt	Buick	1:41:32.3
3	15		Ray Harroun	Marmon	1:42:37.6
4	16		Harry Stillman	Marmon	40 laps
5	34		Louis Chevrolet	Buick	10 laps/out
6	12		Adolph Monson	Marion	4 laps/out

Lap Leaders: Lewis Strang laps 1-40

N.B. Stock chassis

Wheeler-Schebler Trophy

21 August 1909 - Indianapolis: 300 miles (2.50 miles x 120 laps)

FP	#	SP	Driver	Car	Time
1	52		Leigh Lynch	Jackson	4:13:51.4, 94 laps
2	24		Ralph DePalma	Fiat	93 laps
3	75		Bruce Keene	Marmon	80 laps/accident
4	17		Harry Stillman	Marmon	80 laps/flagged
5	58		Ray Harroun	Marmon	80 laps/flagged
6	9		Barney Oldfield	National "Old Glory"	70 laps/flagged
7	62		Tobin DeHymel	Stoddard-Dayton	70 laps/flagged
8	23		Bert Miller	Stoddard-Dayton	70 laps/out
9	10		Charles Merz	National	70 laps/accident
10	53		Fred Ellis	Jackson	60 laps/out
11	35		Bob Burman	Buick	50 laps/out
12	22		Jap Clemens	Stoddard-Dayton	50 laps/out
13	1		Herbert Lytle	Apperson	50 laps/flagged
14	37		Louis Chevrolet	Buick	40 laps/out
15	8		John Aitken	National	40 laps/cracked cylinder
16	55		Harry Stutz	Marion	30 laps/out
17	76		Robert Drach	American	20 laps/out
18	36		Lewis Strang	Buick	10 laps/out
19	2		William McCulla	Apperson	10 laps/out

Lap Leaders: John Aitken laps 1-40
Bob Burman laps 41-47
Leigh Lynch laps 48-94

N.B. - 1. Limited to stock chassis.
2. The race was halted after 235 miles due to the track breaking up
3. Claude Kellem, Merz's mechanic, was killed. Merz's car went through the fence and into spectators, killing two (Howard H. Jolliff and James West)

Lowell Trophy

8 September 1909 - Lowell: 318 miles (10.6 miles x 30 laps)

FP	#	SP	Driver	Car	Time
1	12		George Robertson	Simplex	5:52:01.4
2	6		Al Poole	Isotta	6:13:37.2
3	7		Edward Parker	Fiat	6:22:21.6
4	4		Bob Burman	Buick	6:25:44.0
5	20		Charles Basle	Renault	6:36:47.4
6	11		Ralph DePalma	Fiat	30 laps
7	5		Harry Grant	Alco	30 laps
8	10		Fred Shaw	Knox	27 laps/flagged
9	18		Harry Cobe	Lozier	25 laps/flagged
10	2		Robert Drach	American	25 laps/flagged
11	14		Joe Downey	Knox	25 laps/flagged

12	1	Lewis Strang	Buick	24 laps/flagged
13	3	Hughie Hughes	Allen-Kingston	23 laps/accident
14	16	Herbert Lytle	Apperson	10 laps/camshaft
15	15	Fred Shaw	Stoddard-Dayton	10 laps/damaged axle
16	17	Louis Chevrolet	Buick	3 laps/broken frame
17	8	Fred Belcher	Knox	0 laps/out

Lap Leaders: Louis Chevrolet laps 1-2
George Robertson laps 3-7,10-26,28-30
Herbert Lytle laps 8-9

N.B. Limited to stock chassis, 451-600 cubic inches

Vesper Club Trophy

8 September 1909 - Lowell: 212 miles (10.6 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	J	6	Bob Burman	Buick	3:49:08
2	E	3	Ernest Stoecker	Benz	4:02:55
3	H	5	Bert Dingley	Chalmers-Detroit	4:04:19
4	G	4	Lewis Strang	Buick	4:06:34
5	L	8	W. Sharp	Sharp Arrow	4:09:50
6	A	1	Lee Lorimer	Chalmers-Detroit	17 laps/accident
7	K	7	Fred Belcher	Knox	16 laps/flagged
8	C	2	Fred Shaw	Knox	2 laps/accident

Lap Leaders: Bob Burman laps 1,18-20
Lee Lorimer laps 2-17

N.B. Limited to stock chassis, 301-450 cubic inches, Class 2. Ran concurrently with 231-300 cubic inch and 161-230 cubic inch classes

Yorick Club Trophy

8 September 1909 - Lowell: 159 miles (10.6 miles x 15 laps)

FP	#	SP	Driver	Car	Time
1	31	2	Louis Chevrolet	Buick	2:56:17
2	33	4	Ray Harroun	Buick	3:15:51
3	35	6	Tom Pepperday	Mercedes	10 laps/oiler shaft
4	32	3	Elmer Knox	Atlas	4 laps/wheel, accident
5	30	1	John Coffey	Columbia	2 laps/steering, accident
6	34	5	Harry Davis	Moon	1 lap/clogged fuel line

Lap Leaders: Louis Chevrolet laps 1-15

N.B. Limited to stock chassis, 231-300 ci, Class 3

Merrimac Valley Trophy

8 September 1909 - Lowell: 127.2 miles (10.6 miles x 12 laps)

FP	#	SP	Driver	Car	Time
1	42	3	Willie Knipper	Chalmers-Detroit	2:28:43
2	44	5	Arthur See	Maxwell	2:40.11
3	45	6	Thomas Costello	Maxwell	2:44:01
4	46	7	Joe Matson	Chalmers-Detroit	2:52:16
5	49	9	Louis Disbrow	Buick	2:53:37
6	41	2	William Sickinger	Maxwell	2:58:34
7	47	8	Frank Gelnaw	Chalmers-Detroit	3:11:17
8	40	1	J. Grennon	Buick 10	1 laps/wheel
9	43	4	George DeWitt	Buick 10	0 laps/axle, accident

Lap Leaders: Willie Knipper laps 1,4-12
Joe Matson laps 2-3

N.B. Limited to stock chassis, 161-230 ci, Class 4

Riverhead I

29 September 1909 - Riverhead: 227.5 miles (22.75 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1	3		Ralph DePalma	Fiat	3:38:35.6
2	8		Charles Lund	Ranier	8 laps/flagged
3	1		Louis Disbrow	Ranier	7 laps/flagged
4	2		G. Armstrong	Mercedes	5 laps/withdrawn
5	4		Herbert Lytle	Apperson	0 laps/wrecked

Lap Leaders: G. Armstrong laps 1,3-4
Louis Disbrow lap 2
Ralph DePalma laps 5-10

N.B. Limited to class "A" - $4001 and over. Race run concurrently with other classes.
Lytle's riding mechanic, J. E. Bates, was fatally injured

In 1910, a story appeared in Hampton's Magazine, which was reported in the press, that on the fourth lap, a pin fell out of a reach rod disabling the steering gear of Disbrow's car. Herbert Bailey, his mechanician, climbed out over the hood, lowered himself down on the cranking rod and sat facing the radiator with his feet propped against the front axle. He held on to the water cap on top of the hood, and with his other hand held the disabled steering gear together. Bailey rode like this for 20 miles with the car still being driven at racing speed until the reached the pits and made repairs.

Riverhead II

29 September 1909 - Riverhead: 182 miles (22.75 miles x 8 laps)

FP	#	SP	Driver	Car	Time
1	7		Frank Lescault	Palmer Singer	2:59:03
2	5		Hughie Hughes	American	6 laps/out

Lap Leaders: Frank Lescault laps 1-8

N.B. Limited to class "B", $3001-4000. Race run concurrently with other classes.

Riverhead III

29 September 1909 - Riverhead: 136.5 miles (22.75 miles x 6 laps)

FP	#	SP	Driver	Car	Time
1	9		W. Sharp	Sharp Arrow	2:09:02

Lap Leaders: W. Sharp laps 1-6

N.B. Limited to class "C", $2001-3000. Race run concurrently with other classes.

Riverhead IV

29 September 1909 - Riverhead: 113.75 miles (22.75 miles x 5 laps)

FP	#	SP	Driver	Car	Time
1	11		Louis Chevrolet	Buick	1:37:36.2
2	12		Bob Burman	Buick	1:46:02
3	10		H. Droge	Chalmers-Detroit	4 laps/flagged

Lap Leaders: Bob Burman lap 3
Louis Chevrolet laps 1-2,4-5

N.B. Limited to class "D", $1251-2000. Race run concurrently with other classes.

Riverhead V

29 September 1909 - Riverhead: 91.0 miles (22.75 miles x 4 laps)

FP	#	SP	Driver	Car	Time
1	15		Arthur See	Maxwell	1:41:22
2	18		Thomas Costello	Maxwell	1:44:13
3	16		J. Finch	Buick	2:15:23
4	17		Martin Dooley	Maxwell	2 laps/out
5	19		E. Reiss	Overland	2 laps/withdrawn

Lap Leaders: Arthur See laps 1-4

N.B. Limited to class "E", $851-1250. Race run concurrently with other classes.

Philadelphia

9 October 1909 – Fairmount Park: 195 miles (7.8 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	4		George Robertson	Simplex "90"	3:38:58.8
2	5		Bert Dingley	Chalmers-Detroit "40"	3:44:20.0
3	8		Hugh Harding	Apperson	3:52:17.7
4	18		Joe Parkin	Chadwick	3:55:31.2
5	17		Lewis Strang	Isotta	3:56:54.4
6	10		William Wallace	Palmer Singer	24 laps/flagged
7	3		Erwin Bergdoll	Benz	21 laps/flagged
8	1		Fred Betz	Simplex	20 laps/broken pump
9	2		Robert Drach	American	20 laps/fuel tank leak
10	9		Bob Burman	Buick	17 laps/radiator leak
11	16		Len Zengel	Chadwick	16 laps/flagged
12	23		Charles Young	Selden	16 laps/flagged
13	15		Louis Bergdoll	Thomas	12 laps/water system
14	13		Louis Chevrolet	Buick	11 laps/intake valve
15	7		Mailin Leinau	Acme	8 laps/engine
16	12		E. O. Hayes	American	7 laps/accident
17	19		Lee Lorimer	Chalmers-Detroit	4 laps/broken frame
18	6		Willie Haupt	Thomas	3 laps/intake valve
19	20		Charles Howard	Welch	2 laps/engine
20	14		John Coffey	Columbia	2 laps/accident
21	22		Joe Seymour	Lozier	0 laps/water pump

Lap Leaders: Louis Chevrolet laps 2-3
George Robertson laps 1,4-25

Non-Qualifiers

	11		Harry Grant	Alco	steering in practice
	21		Al Hall	Welch	DSQ, traffic violation

N.B. Stock Chassis

Portola Festival Race

24 October 1909 - San Francisco: 254.16 miles (21.18 miles x 12 laps)

FP	#	SP	Driver	Car	Time
1	4		Jack Fleming	Pope-Hartford	3:59:18
2	14		Harris Hanshue	Apperson	4:17:54
3	12		Harry Michener	Lozier	4:29:57
4	15		David Bonney	Stearns	11 laps/flagged
5	5		Charles Soules	Stearns	10 laps/out
6	3		Walter Morris	Autocar	7 laps/out
7	9		Frank Murray	Buick	6 laps/out
8	11		Frank Free	Knox	6 laps/off course
9	6		E. J. Hall	Comet	5 laps/out
10	5		George Potter	Pope-Hartford	5 laps/out
11	10		Sam Christopherson	Buick	4 laps/out
12	16		Clifford Onthank	Stevens-Duryea	4 laps/out
13	7		Howard Warner	Chalmers-Detroit	2 laps/out
14	2		Howard Hall	Sunset	2 laps/flagged
15	1		C.O. King	Maxwell	1 lap/out
DQ			Goode		DSQ - carrying fuel away from pits
NA	8		Gordon C.Murray	Lexington	Did Not Appear
NA	18		Planchon	Robert-Schneider	Did Not Appear
NA	5		George Potter	Pope-Hartford	Did Not Appear

Lap Leaders: Harris Hanshue lap 1
Jack Fleming laps 2-12

Riding mechanics were as follows:

1 A.G.Long	6 Sam Smith	14 Lee Gehricke
2 Henry Machren	7 James McCauley	15 R.C.Douglas
3 William Hammerson	9 Thomas Burns	16 Albert Ruddle
4 Lester Traver	10 Frank Larcher	18 Dickson
5 Orrin Thrall (Pope-Hartford)	11 Joe Robinson	
5 R.E.Wilkins (Stearns)	12 Lloyd Percival	

This race was run concurrently with two other races. Race 1 was for stock cars up to 40 hp over 7 laps, and Race 2 was for large stock cars between 40 and 90 hp, over 10 laps. These cars could continue if they wished to compete for the overall prize in the free-for-all class (Race 3).

Elapsed Time – Race started at 10:00:00

Car #		1	2	3	4	5	6	7	9
Events		1&3	1&3	1	1&3	1&3	3	1	1&3
LAPS	1	10:21:44	12:38.27	10:25.08	10:53.07	10:26.15	10:49:35	10:27:20	10:32:04
	2			10:49.32	10:42.16	10:52:28	11:17:42	10:49:15	10:52:51
	3			11:13.20	11:01.56	11:14:10	12:34:27		11:12:50
	4			11:40.39	11:20.48	11:43:27	01:09:27		11:39:38
	5			12:12.04	11:40.13		01:43:34		11:59:25
	6			12:28.35	11:59.13		02:07:27		12:34:48
	7			12:51.20	12:18.23				
	8				12:45.46				
	9				11:05.09				
	10				11:24.14				
	11				11:43.15				
	12				12:02.18				

Car #		10	11	12	13	14	15	16
Events		1&3	1&3	2&3	2&3	2&3	2&3	2&3
LAPS	1	10:31:02	10:33:31	10:31:00	10:33:00	10:32:04	10:33:09	10:55:03
	2	10:55:52	10:57:41	10:51:27	10:52:25	10:52:33	10:52:41	11:15:25
	3	11:20:02	11:22:27	11:11:58	11:12:45	11:14:42	11:12:21	11:55:16
	4	11:51:15	11:47:01	11:43:15	11:32:56	11:50:13	11:31:58	12:36:24
	5		12:12:05	12:03:26	11:55:56	12:10:28	11:51:29	
	6		12:38:17	12:32:11	12:22:46	12:30:30	12:11:57	
	7			12:34:02	12:42:31	12:50:28	12:37:37	
	8			01:14:02	01:04:54	01:11:19	12:57:01	
	9			01:33:56	01:24:33	01:33:05	01:16:36	
	10			01:53:58	01:43:56	02:13:12		
	11			02:19:42	02:08:51	02:37:49		
	12			02:39:57	02:28:54			

The events line refers to whether the car was entered in race 1, race 2 or race 3, or more than one race. The results of these "separate" races is given below:

Race 1, for the Orpheum Cup
1 – Pope-Hartford #4, 2h15m23.
2 – Autocar #3, 2h49m20

Race 2, for the Oakland Cup
1 – Apperson #13, 3h31m56
2 – Lozier #12, 3h42m58
3 – Stearns #15, 4h00m12

Vanderbilt Cup

30 October 1909 - Long Island: 278.08 miles (12.64 miles x 22 laps)

FP	#	SP	Driver	Car	Time
1	8	8	Harry Grant	Alco	4:25:42
2	14	13	Edward Parker	Fiat	4:30:58.6
3	7	7	Willie Knipper	Chalmers-Detroit	19 laps/oiling trouble
4	16	15	Spencer Wishart	Mercedes	16 laps/flagged
5	5	5	Elmer Knox	Atlas	14 laps/flagged
6	9	9	Lee Lorimer	Chalmers-Detroit	12 laps/cylinder

7	11	11	Charles Merz	National	12 laps/cylinder
8	6	6	Hugh Harding	Apperson	10 laps/steering knuckle
9	12	12	Harry Stillman	Marmon	6 laps/cracked cylinder
10	17	16	Joe Seymour	Isotta	5 laps/axle
11	15	14	Louis Chevrolet	Buick	4 laps/cylinder
12	10	10	John Aitken	National	4 laps/lost wheel
13	4	4	Eddie Hearne	Fiat	4 laps/crankcase
14	3	3	Leland Mitchell	Simplex	2 laps/crankshaft
15	1	1	Lewis Strang	Fiat	2 laps/radiator
16	2	2	Willie Haupt	American	0 laps/crankshaft
NS			Bert Dingley	Chalmers-Detroit	Practice crash
NA			Ralph De Palma	Fiat	Driver injured

Lap Leaders:	Spencer Wishart	laps 1,5-6
	Louis Chevrolet	laps 2-4
	Willie Knipper	laps 7-11,13-19
	Lee Lorimer	laps 12
	Harry Grant	laps 20-22

N.B. Limited to stock chassis, 301-600 cubic inches. De Palma was entered in the race, but did not appear due to injuries suffered in a race at Danbury on the 9th October. Dingley crashed his entry during practice on the morning of the 28th October – he left the road when on a bridge near Meadowbrook Lodge. His car somersaulted, throwing him out, but landing on his mechanician Harry Richards. Dingley was unhurt, but Richards suffered three broken ribs.

Los Angeles to Phoenix Point-to-Point

6 November 1909 - Los Angeles to Phoenix: 480 miles

Also known as the II Cactus Derby.

FP	#	SP	Driver	Car	Time
1			Joe Nikrent/Louis Nikrent	Buick	19:13:00 *
2			Harold Stone/Charles Hillingsworth	Columbia	23:35:20
3			Bert Latham/Herbert LaCasse/Harry Lord	Studebaker/E.M.F.	24:56
4			Harris Hanshue/Charles Bigelow/Lee Gehricke	Kissel Kar	26:04:23
5			Max Poismans/F. C. Fenner	Isotta	Out
6			Walter Vale/J. C. Coberly	Pennnsylvania	Out
7			Ralph Hamlin/Guy Irwin	Franklin	Axle housing
8			D. B. Rose/Clarence Smith	Elmore	Out
9			R. W. Harrison	Dorris	Accident, hit tree
10			Charles Harris	Ford	Out

N.B. Limited to stock chassis.
Harris became lost in the desert, and was found some 90 miles from Phoenix. He had been without food or water for 30 hours, and had been driving for two days around the desert looking for a road. He was taken to Phoenix by stage coach.

** On the 24th April 1910, it was announced that Chairman Butler and his associates on the AAA Contest Board upheld a protest by the Columbia Motor Car Company, declaring the Columbia the winner. The protest was based upon the fact that the Buick had changed from 36 inch to 34 inch wheels for the 50 mile race around the 1 mile Arizona track. Harold Stone, driver of the Columbia, filed an immediate protest.*

1910 AAA National Championship Trail

Atlanta I

5 May 1910 – Atlanta Motordrome: 200 miles (2.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	4		Ray Harroun	Marmon	3:02:31.25
2	11		Lewis Strang	French-SPO	80 laps/Flagged
3	9		Louis Cliquot	Knox	25 laps/Crankshaft
4	12		John Aitken	National	20 laps/Steering knuckle

Lap Leaders: John Aitken laps 1-20
Ray Harroun laps 21-100

N.B. - Restricted to stock chassis, 301-450 ci

Atlanta II

6 May 1910 – Atlanta Motordrome: 60.0 miles (2.00 miles x 30 laps)

FP	#	SP	Driver	Car	Time
1	6		William Endicott	Cole	1:00:23.45
2	16		Harry Cohen	EMF	1:02:58.90
3	8		Lee Frayer	Firestone-Columbus	26 laps/Flagged

Lap Leaders: William Endicott laps 1-30

N.B. - Restricted to stock chassis, 161-230 ci

Atlanta III

6 May 1910 – Atlanta Motordrome: 50.0 miles (2.00 miles x 25 laps)

FP	#	SP	Driver	Car	ime
1	1		Herbert Lytle	American	0:40:20.02
2	15		Tom Kincaid	National	0:40:21.27
3	4		Joe Dawson	Marmon	23 laps/Flagged
4	14		Ralph DePalma	Fiat	20 laps/Out
5	2		Ray Harroun	Marmon	15 laps/Magneto

Lap Leaders: Ralph DePalma laps 1- 3
Tom Kincaid laps 16-24
Herbert Lytle laps 4-15,25

Atlanta IV

7 May 1910 – Atlanta Motordrome: 200 miles (2.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	15		Tom Kincaid	National	3:02:24.27
2	1		Herbert Lytle	American	3:05:10.25
3	3		Ralph DePalma	Fiat	3:18:11.55
4	4		Ray Harroun	Marmon	90 laps/Flagged
5	22		W. J. Stoddard	National	90 laps/Flagged
6	24		Lewis Strang	Allen-Kingston	85 laps/Flagged
7			J. Woodside	Renault	10 laps/Withdrawn

Lap Leaders: Tom Kincaid laps 53-100
Herbert Lytle laps 1-52

N.B. - Restricted to cars 451-600 ci. Rained from lap 60.

Prest-Lite Trophy

27 May 1910 - Indianapolis: 100 miles (2.50 miles x 40 laps)

FP	#	SP	Driver	Car	Time
1	10		Tom Kincaid	National	1:23:43.12
2	11		Charles Merz	National	1:25:44.15
3	16		Leigh Lynch	Jackson	1:28:41.07
4	12		Joe Dawson	Marmon	1:33:58.27
5	9		Ray Harroun	Marmon	32 laps/Flagged
6	5		Frank Fox	Pope-Hartford	6 laps/Steering knuckle

Lap Leaders: Ray Harroun laps 1-12
Joe Dawson laps 13-34
Tom Kincaid laps 35-40

N.B. - Restricted to cars 301-450 ci.

Wheeler & Schebler Trophy

28 May 1910 - Indianapolis: 200 miles (2.5 laps x 80 laps)

FP	#	SP	Driver	Car	Time
1	32		Ray Harroun	Marmon	2:46:31
2	16		Leigh Lynch	Jackson	2:51:48
3	7		John Aitken	National	2:53:28
4	44		Arthur Chevrolet	Buick	2:53:49
5	3		Frank Fox	Pope-Hartford	78 laps/Flagged
6	47		Ben Kerscher	National	77 laps/Flagged
7	46		Barney Oldfield	Knox	77 laps/Flagged
8	22		George Clark	Cutting	76 laps/Flagged
9	11		Charles Merz	National	76 laps/Flagged
10	18		Fred Ellis	Jackson	75 laps/Flagged
11	20		D. Bisbee	Cutting	68 laps/Flagged
12	31		Foxhall Keene	Marmon	62 laps/Flagged
13	41		Bob Burman	Buick	60 laps/Out
14	17		Louis Schwitzer	Jackson	52 laps/Out
15	21		Frank Gelnaw	Cutting	50 laps/Out
16	42		Louis Chevrolet	Buick	32 laps/Piston
17	12		William Endicott	Westcott	24 laps/Out
18	10		Tom Kincaid	National	20 laps/Cracked cylinder
19	30		Joe Dawson	Marmon	16 laps/Accident

Lap Leaders: Arthur Chevrolet laps 1-5
Ray Harroun laps 6-80

Remy Brassard Trophy

30 May 1907 - Indianapolis: 50.0 miles (2.5 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	33		Ray Harroun	Marmon	0:42:31.33
2	34		Joe Dawson	Marmon	0:42:43.09
3	3		Frank Fox	Pope-Hartford	0:43:11.05
4	29		Tom Kincaid	Great Western	0:45:47.36
5	25		Gil Anderson	Marion	0:45:57.27
6	26		Arthur Miller	Warren-Detroit	17 laps/Flagged
7	15		E. F. Scheifler	Jackson	13 laps/Out
8	20		George Clark	Cutting	12 laps/Out

Lap Leaders: Frank Fox laps 3-5,7,9
Ray Harroun laps 1-2,6,8,10-20

N.B. - Restricted to cars 231-300 ci.

Remy Brassard Trophy

2 July 1910 - Indianapolis: 100 miles (2.5 miles x 40 laps)

FP	#	SP	Driver	Car	Time
1	43		Bob Burman	Marquette-Buick	1:20:35.64
2	31		Joe Dawson	Marmon	1:20:40.70
3	30		Ray Harroun	Marmon	1:22:22.97
4	41		Arthur Chevrolet	Marquette-Buick	1:22:25.72
5	6		Tom Kincaid	National	1:23:19.17
6	45		Billy Pearce	Falcar	36 laps/Flagged
7	16		A. Cook	Black Crow	32 laps/Flagged
8	14		Moore	Great Western	28 laps/Flagged
9	39		Louis Chevrolet	Marquette-Buick	24 laps/Flagged
10			Ed Stinson	Black Crow	20 laps/Flagged
11	7		John Aitken	National	16 laps/Flagged
12			J. Davis	Great Western	0 laps/Flagged
13			Howard Wilcox	National	0 laps/Accident turn 3

Lap Leaders: Bob Burman laps 13-40
Tom Kincaid laps 1-12

Cobe Trophy

4 July 1910 - Indianapolis: 200 miles (2.5 miles x 80 laps)

FP	#	SP	Driver	Car	Time
1	31		Joe Dawson	Marmon	2:43:26.13
2	40		Bob Burman	Marquette-Buick	2:43:23.67
3	30		Ray Harroun	Marmon	2:45:26.34
4	27		Harry Grant	Alco	2:56:49.30
5	39		Arthur Chevrolet	Marquette-Buick	3:07:08.82
6	17		Ed Stinson	Black Crow	76 laps/Flagged
7	16		A. Cook	Black Crow	76 laps/Flagged
8	48		Spencer Wishart	Mercedes	60 laps/Flagged
9	1		Howard Wilcox	National	55 laps/Flagged
10	41		Louis Chevrolet	Marquette-Buick	62 laps/Out
11	45		Billy Pearce	Falcar	61 laps/Out
12	6		Tom Kincaid	National	55 laps/Flagged
13	7		John Aitken	National	55 laps/Flagged
14	3		Frank Fox	Pope-Hartford	10 laps/Steering knuckle

Lap Leaders: Bob Burman laps 15-26,41-75
Arthur Chevrolet laps 2-14,27-40
Joe Dawson laps 76-80
Tom Kincaid lap 1

Ira M.Cobe, donator of the trophy, favoured holding the race at Indianapolis rather than Crown Point for this year, hence the change in venue.

Kane County Trophy

26 August 1910 - Elgin: 161.88 miles (8.094 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	26		Dave Buck	Marmon	3:04:45.79
2	24		Adolph Monson	Marion	3:07:52.65
3	23		Louis Heinemann	Marmon	3:19:20.27
4	22		Al Schillo	Overland	3:40:04.15
5	21		Joe Matson	Corbin	9 laps/Broken frame
6	25		G. Schoeneck	Kissel Kar	8 laps/Out
7	27		William Fritsch	Cino	2 laps/Accident

Lap Leaders: Dave Buck laps 6-11,18-20
Louis Heinemann laps 3-5
Joe Matson lap 1
Adolph Monson laps 2,12-17

N.B. - Restricted to cars 231-300 ci

Illinois Trophy

26 August 1910 - Elgin: 194.256 miles (8.094 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	1		Al Livingstone	National	3:21:08.53
2	2		Billy Pearce	Falcar	3:31:18
3	6		Joe Dawson	Marmon	3:31:54
4	7		Arthur Greiner	National	3:41:30
5	5		Ralph Ireland	Midland	3:43:27
6	4		Frank Gelnaw	Falcar	21 laps/Flagged
7	8		Robert Drach	Lexington	20 laps/Flagged
8	3		Harry Endicott	Kissel Kar	11 laps/Out

Lap Leaders: Al Livingstone laps 1-24

N.B. - Restricted to cars 301-450 ci

Elgin National Trophy

27 August 1910 - Elgin: 291.384 miles (8.094 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	3	3	Ralph Mulford	Lozier	4:52:29.85
2	7	1	Al Livingstone	National	5:04:10.90
3	1		Arthur Greiner	National	5:11:32
4	5		George Robertson	Simplex	5:31:20
5	8		H. Saynor	Simplex	31 laps/Flagged
6	12		Barney Oldfield	Knox	29 laps/Engine
7	10		Joe Dawson	Marmon	27 laps/Broken frame
8	2		Ed Stinson	Black Crow	23 laps/Wheel
9	14		E. F. Scheifler	Jackson	14 laps/Steering knuckle
10	11		Charles Basle	Matheson	12 laps/Wheel
11	9		Harry Endicott	Kissel-Kar	12 laps/Radiator leak
12	6		Harry Grant	Alco	2 laps/Twisted clutch
13	4		Ray Harroun	Marmon	2 laps/Connecting rod

Lap Leaders:		
	Harry Grant	lap 1
	Ralph Mulford	laps 2-5,10-36
	George Robertson	laps 6-9

N.B. - Restricted to cars 600 ci and under. Although it wasn't reported in the press at the time, it was reported in early 1911 that Mulford and Lozier were winners of the National Stock and American Road Championships (also known as the National Stock Chassis Championship), having been awarded this for winning this race. This might have been a fiction spread by the Lozier PR department…..

Indianapolis

3 September 1910 - Indianapolis: 100 miles (2.5 miles x 40 laps)

FP	#	SP	Driver	Car	Time
1	3	1	Eddie Hearne	Benz	1:19:58.09
2	27	3	Harry Knight	Wescott	1:23:01.52
3	7	8	Al Livingstone	National	1:24:50.15
4	32	10	Ray Harroun	Marmon	1:25:27.60
5	15	9	Billy Pearce	Falcar	1:27:40.49
6	16	5	Frank Gelnaw	Falcar	39 laps/Flagged
7	14	6	Charles Basle	Matheson	38 laps/Flagged
8	36	2	John Jenkins	American	38 laps/Flagged
9	31	7	Lee Frayer	Firestone-Columbus	4 laps/Flagged
10	10	4	Joe Dawson	Marmon	3 laps/Out
11	8	11	John Aitken	National	2 laps/Out

Lap Leaders: Eddie Hearne laps 1-40

Remy Grand Trophy

3 September 1910 - Indianapolis: 100 miles (2.5 miles x 40 laps)

FP	#	SP	Driver	Car	Time
1	9	3	Howard Wilcox	National	1:23:03.56

2	11	1	Charles Merz	National 40	1:23:12.51
3	5	4	Jap Clemens	Speedwell	1:25:11.19
4	29	7	Ralph Ireland	Midland	1:31:14.54
5	24	11	Fred Clemens	McFarlan	1:31:42.44
6	28	9	Ed Stinson	Black Crow	1:35:17.24
7	23	6	Winfield Barndollar	McFarlan	38 laps/Flagged
8	34	8	William Fritsch	Cino	37 laps/Flagged
9	15	10	Billy Pearce	Falcar	31 laps/Flagged
10	10	2	Joe Dawson	Marmon	25 laps/Engine
11	31	5	Lee Frayer	Firestone-Columbus	10 laps/Accident

Lap Leaders: Jap Clemens laps 2-3
Joe Dawson laps 1,13-17
Howard Wilcox laps 4-12,18-40

Indianapolis

5 September 1910 - Indianapolis: 50.0 miles (2.5 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	3		Eddie Hearne	Benz	0:38:02.85
2	32		Ray Harroun	Marmon	0:39:32.47
3	7		Al Livingstone	National	0:40:57.09
4	1		Ralph DePalma	Fiat	0:41:17.22
5	9		John Aitken	National	0:43:19.52
6	14		Charles Basle	Matheson	18 laps/Flagged
7	27		Harry Knight	Wescott	15 laps/Out
8	31		Lee Frayer	Firestone-Columbus	4 laps/Out

Lap Leaders: Ralph DePalma laps 1-4
Eddie Hearne laps 5-20

N.B. - Free-For-All event

Indianapolis

5 September 1910 - Indianapolis: 200 miles (2.5 miles x 80 laps)

FP	#	SP	Driver	Car	Time
1	9		John Aitken	National	2:47:54.74
2	7		Al Livingstone	National	2:53:26.30
3	23		Winfield Barndollar	McFarlan	3:03:29.13
4	18		Arthur Greiner	National	3:05:56.85
5	24		Fred Clemens	McFarlan	79 laps/Flagged
6	28		Ed Stinson	Black Crow	78 laps/Flagged
7	10		Joe Dawson	Marmon	64 laps/Flagged
8	5		Jap Clemens	Speedwell	56 laps/Out
9	32		Ray Harroun	Marmon	48 laps/Broken coupling
10	16		Frank Gelnaw	Falcar	40 laps/Out
11	14		Charles Basle	Matheson	40 laps/Out
12	29		Ralph Ireland	Midland	40 laps/Out

Lap Leaders: John Aitken laps 27-80
Ray Harroun laps 1-26

N.B. - Restricted to Stock class, 600 ci and under displacement

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Massapequa Sweepstakes

1 October 1910 - Long Island: 126.4 miles (12.64 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1	51		William Endicott	Cole 30	2:18:04
2	53		Mortimer Roberts	Abbott-Detroit	2:23:02
3	52		Louis Edmunds	Cole 30	2:27:15
4	54		Willie Knipper	Lancia	7 laps/Accident
5	56		Lee Oldfield	Abbott-Detroit	0 laps/Out
6	55		Victor Padula	Abbott-Detroit	0 laps/Accident

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Lap Leaders: William Endicott         laps  8-10
             Victor Padula            laps  1-7
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N.B. - Restricted to stock class, 161-230 ci displacement

Wheatley Hills Sweepstakes

1 October 1910 - Long Island: 189.6 miles (12.64 miles x 15 laps)

FP	#	SP	Driver	Car	Time
1	46		Frank Gelnaw	Falcar	3:14:39
2	41		Billy Pearce	Falcar	3:25:01
3	45		Louis Heinemann	Marmon	14 laps/Flagged
4	42		E. H. Sherwood	Mercer	10 laps/Flagged
5	49		John Juhasz	S.P.O.	4 laps/Magneto
6	43		Marcel Basle	Marion	3 laps/Carburetor
7	48		Alvin Maisonville	Corbin	1 laps/Engine
8	47		W. H. Frey	Mercer	1 lap/Accident

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Lap Leaders: Frank Gelnaw             laps 11-15
             Louis Heinemann          laps  1-6
             Billy Pearce             laps  7-10
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N.B. - Restricted to Stock class, 231-300 ci displacement

Vanderbilt Cup

1 October 1910 - 278.08 miles (12.64 miles x 22 laps)

See the Grand Prix and Voiturette section on page 129.

N.B. - Run concurrently with Wheatly Hills and Massapequa events.

1911 AAA National Championship Trail

Panama-Pacific Road Race

22 February 1911 - San Francisco: 98.307 miles (10.923 miles x 9 laps)

FP	#	SP	Driver	Car	Time
1	9		Charles Bigelow	Mercer	1:42:54, 57.32mph
2	11		Earl Cooper	Maxwell	1:49:29
3	10		Frank O'Brien	Ford	5 laps
4	14		Bruce Aurandt	EMF	5 laps/Broken jackshaft
5	12		Harry Michner	Interstate	0 laps/Carburretor

Lap Leaders: Charles Bigelow laps 1-9

N.B. - For cars under 300 ci displacement

The Auto Club of California originally wanted to hold the San Francisco-Portola auto race on the 23rd October 1910. The race didn't happen, and the Portola Racing Association met on the 2nd November in the rooms of the San Francisco Motor Club at Golden Gate and Van Ness Avenue to decide whether to try and raise the money to stage the event. As a result, the Oakland Automobile Dealers' Association petitioned the Board of Supervisors of Alameda County shortly afterwards to hold the race in the first half of January 1911. In January 1911 permission was granted to hold the Panama-Pacific race on the 22nd February - this was over a different course to that used in the previous Portola race in 1909.

Panama-Pacific Road Race

22 February 1911 - San Francisco: 152.922 miles (10.923 miles x 14 laps)

FP	#	SP	Driver	Car	Time
1	5		Charles Merz	National 4-40	2:17:20, 66.81 mph
2	7		Bert Dingley	Pope-Hartford	2:18:07
3	1		Jack Fleming	Pope-Hartford	2:19:21
4	2		William Turner	Amplex	13 laps
5	3		Ralph DePalma	National	10 laps/Magneto
6	4		Harris Hanshue	Apperson	5 laps/Accident/fire

Lap Leaders: Jack Fleming laps 1-11
Charles Merz laps 12-14

N.B. - For cars between 301-600 ci displacement

Panama-Pacific Road Race

22 February 1911 - San Francisco: 163.845 miles (10.923 miles x 15 laps)

FP	#	SP	Driver	Car	Time
1	7		Bert Dingley	Pope-Hartford	2:29:30, 65.76 mph
2	5		Charles Merz	National 4-40	2:34:48
3	1		Jack Fleming	Pope-Hartford	14 laps
4	8		William Turner	Amplex	4 laps/wheel
5	2		Howard Wilcox	National 6	2 laps/connecting rod

Lap Leaders: Bert Dingley laps 1-2, 10-15
Charles Merz laps 3-9

N.B. - Free displacement race

Jacksonville

28 March 1911 - Jacksonville: 100 miles (5.00 miles x 20 laps)

FP	#	SP	Driver	Car	Time

1	Louis Disbrow	Pope-Hartford Hummer	1:15:25, 79.56mph
2	Bob Burman	Buick Bug	1:15:28
3	Howard Wilcox	National 4-40	1:17:30

Lap Leaders: Louis Disbrow laps 1-6, 20
Bob Burman laps 7-19

N.B. - Limited to 600 cu and under, 2300 lbs minimum weight. Held in conjunction with a one hour race.
Burman was left behind at the start line, but took the lead at the thirtieth mile and held it until the ninety-fifth mile, when his clutch burned out. Disbrow passed Burman in the last quarter of a mile.

Indianapolis 500 Mile Sweepstakes

30 May 1911 - Indianapolis: 500 miles (2.50 miles x 200 laps)

FP	#	SP	Driver	Car	Time	Purse
1	32	28	Ray Harroun/Cyrus Patschke	Marmon Wasp	6:42:08, 74.59 mph	$10,000
2	33	29	Ralph Mulford	Lozier	6:43:51	5,000
3	28	25	David Bruce-Brown	Fiat	6:52:29	3,000
4	11	11	Spencer Wishart/D.D.Murphy	Mercedes	6:52:57	2,000
5	31	27	Joe Dawson/Cyrus Patschke	Marmon	6:54:34	1,500
6	2	2	Ralph DePalma	Simplex	7:02:02	1,000
7	20	18	Charles Merz/Len Zengel	National	7:06:20	800
8	12	12	William Turner/Walter Jones	Amplex	7:15:56	700
9	15	13	Fred Belcher/John Coffey	Knox	7:17:09	600
10	25	22	Harry Cobe	Jackson	7:21:50	500
11	10	10	Gil Anderson	Stutz	7:22:55	
12	36	32	Hughie Hughes	Mercer	7:23:32	
13	30	26	Lee Frayer	Firestone-Columbus	197 laps	
14	21	19	Howard Wilcox	National	194 laps	
15	37	33	Charles Bigelow/W.H.Frey/W.H.Sherwood	Mercer	194 laps	
16	3	3	Harry Endicott	Interstate	192 laps	
17	41	36	Howard Hall	Velie	190 laps	
18	46	40	Willie Knipper	Benz	188 laps	
19	45	39	Bob Burman	Benz	183 laps	
20	38	34	Ralph Beardsley/Goote	Simplex	178 laps	
21	18	16	Eddie Hearne/Edward Parker	Fiat	175 laps	
22	6	6	Frank Fox/Fred Clemens	Pope-Hartford	162 laps	
23	27	24	Ernest Delaney	Cutting	160 laps	
24	26	23	Jack Tower	Jackson	145 laps	
25	23	20	Bert Adams/Mel Marquette	McFarlan	142 laps	
26	42	37	William Endicott/John Jenkins	Cole	104 laps	
27	4	4	John Aitken	National	125 laps/con-rod	
28	9	9	Will Jones	Case	122 laps/steering	
29	1	1	Lewis Strang/Elmer Ray	Case	109 laps/steering knuckle	
30	7	7	Harry Knight	Westcott	90 laps/accident	
31	8	8	Joe Jagersberger	Case	87 laps/accident	
32	35	31	Herbert Lytle	Apperson	82 laps/pit accident	
33	19	17	Harry Grant	Alco	51 laps/bearing	
34	17	15	Charles Basle	Buick	46 laps/crankshaft	
35	5	5	Louis Disbrow	Pope-Hartford	45 laps/accident	
36	16	14	Arthur Chevrolet	Buick	30 laps/crankshaft	
37	39	35	Caleb Bragg	Fiat	24 laps/pit accident	
38	24	21	Fred Ellis	Jackson	22 laps/carburretor	
39	34	30	Ted Tetzlaff	Lozier	20 laps/accident	
40	44	38	Arthur Greiner	Amplex	12 laps/accident	

Lap Leaders: John Aitken laps 1-4,73-76
Spencer Wishart laps 5-9
Fred Belcher laps 10-13
David Bruce-Brown laps 14-19,24-72,77-102
Ralph DePalma laps 20-23
Ray Harroun laps 103-137,143-176,182-200
Ralph Mulford lap 10 138-142,177-181

Non-Qualifiers

13	Billy Pearce	Falcar	
14	Frank Gelnaw	Falcar	
22	Fred Clemens	McFarlan	
29	Harold Van Gorder	Lozier	
40	Rupert Jeffkins	Velie	Withdrew
40	Arthur Gibbons	Velie	Withdrew

43	Louis Edmunds	Cole	

N.B. - Patschke relieved Harroun for laps 71-102.
Starting position was based on when entry was received. Cars qualified by demonstrating 75mph on the main straight.

Mechanician S.P.Dickson was killed when the #44 Amplex crashed after blowing a tyre - driver Arthur Greiner was also seriously injured. Mechanician David Lewis broke his leg when Tetzlaff crashed the #34 Lozier - Tetzlaff escaped with bruises. Harry Knight, and his mechanician John Glover were seriously injured when the #7 Westcott crashed. L.Anderson, the mechanician for the #8 Case was thrown out of the car when it had its accident, but he wasn't badly hurt. Robert Evans was the mechanician for the #25 Jackson, and broke his ankle. J.W.Cranville, a spectator, broke his collarbone when he was hit by a piece of flying metal from a sliding competitor.

Following the race, there were reports in the Fort Wayne, IN, local press that Ralph Mulford was the non-de-plume used by Opal Dillie, a 20 year old native of Columbia City, IN. He allegedly arrived in Columbia City when he was five months old, his mother getting work with Melvin Miller, a hardware dealer. Mulford's manager, F.T.Phillips issued a denial soon after. In subsequent years, Dillie himself used the name Jack Morley, pretending to be a motorcycle expert who boasted of exploits which he never actually accomplished. He was arrested and held in the Whitley County Jail on the 1st July 1917, having been caught forging over $400 worth of cheques, signing them in the name of his friend Otis Snyder. Dillie forged the cheques over a period of seven weeks, and was caught after forging two cheques to the Arcola saloon.

The success of the event led to some resentment over the date. On the 2nd November 1911, Newton J.McGuire, Commander in Chief of the Sons of Veterans of the United States issued a statement in which the event was called a "desecration" of the day and a "national disgrace" in that patriotism was being commercialised. Support for this view came in the form of a letter published in the Indianapolis Star on the 8th November:
"The Sons of Veterans as an organisation and many other patriotic citizens heartily agree with Commander in Chief Newton J.McGuire in his protest against the desecration of Memorial Day by the holding of automobile races, picnics, etc. The G.A.R. and kindred organisations have long protested, but the habit of making it a day of sports has grown rather than diminished. The object of the day has been lost sight of, and it has only furnished another day, for those who care nothing for the old soldier or what he fought for, to have a good time. Protesting does no good, appeal to patriotism can do no good, and there is but one way left to bring about a proper observance of the day, and that is to change the date. Make it fall on a Sunday, and while that will not prevent ball games, picnics, fishing trips, etc, yet it will abolish motor racing, horse racing, double-headers as a special attraction at baseball parks, and the operating of factories and places of business that tend to detract from the sacredness of the day. Change the date to Sunday. No more appropriate day could be selected.
L.A.Handley, Past Commander Indiana Division, Sons of Veterans, Richmond, IN."
McGuire stated his views again in April 1912, at an informal reception and dinner at the YMCA building in Indianapolis. He declared that if the soldier is good enough to have a day called Memorial Day set apart for him, he is good enough to have that day preserved to him and his posterity, free from desecrations and commercialism.
However, the opposition had little long term effect - the Indianapolis 500 continued to be held on Memorial Day.

Bakersfield

4 July 1911 - Bakersfield: 144.95 miles (11.15 miles x 13 laps)

FP	#	SP	Driver	Car	Time
1			Harvey Herrick	National	2:58:58, 48.59 mph
2			Bert Dingley	Pope-Hartford	3:12:11
3			Frank Siefert	Mercer	7 laps
4			Louis Nikrent	Marquette-Buick	4 laps/con-rod

Lap Leaders: Bert Dingley laps 5-7
Harvey Herrick laps 1-4,8-13

Fastest Lap: Herrick, 11m09

Illinois Trophy

25 August 1911 - Elgin: 203.352 miles (8.473 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	1		Don Herr	National	3:05:55, 65.56 mph
2	3		Charles Merz	National	3:06:04

3	2	Rupert Jeffkins	Velie	20 laps
4	4	J.H.Stickney	Velie	17 laps

Lap Leaders: Don Herr laps 1-2,9-24
Charles Merz laps 3-8

N.B. - Limited to cars between 301 and 450 cu in. Race ran concurrently with other races.

Kane County Trophy

25 August 1911 - Elgin: 169.460 miles (8.473 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	15		Hughie Hughes	Mercer	2:37:21.52, 64.614 mph
2	12		William Barnes	Mercer	2:39:55.47
3	20		Billy Pearce	Colby	2:46:11.70
4	24		John Jenkins	Cole	2:48:19.30
5	14		Alvin Maisonville	Corbin	2:57:12.65
6	21		Gaston Morris	Cole	2:57:37.83
7	27		Gus Monckmeir	Staver-Chicago	2:58:16.17
8	22		M.Armstrong	Colby	14 laps/out
9	11		John Raimey	Cino	7 laps/accident
10	25		Fred Robillard	Staver-Chicago	7 laps/accident
11	18		Harry Ogren	Colby	5 laps/seized piston
12	16		Joe Nikrent	Staver-Chicago	0 laps/out
NS	26		John Raimey	Cino	Withdrew
NS	17			Falcar	scratched
NS	19			Falcar	scratched
NS	23			Falcar	scratched

Lap Leaders: Hughie Hughes laps 1-20

N.B. - Limited to cars 231-300 cubic inches. Ran concurrently with other races.

Raimey's mechanician F.E.Rodin was thrown from the car during the accident at hair pin curve when the car threw a tyre - he was badly injured. Robillard's car also threw a tyre, and was heading towards a fence packed with spectators. The driver wrenched the steering wheel to one side and hit a telegraph pole instead.
Nikrent didn't actually start the race - his engine case broke going to the startline and withdrew. John Raimey also withdrew his car, but took the start Andy Burt's Cino instead.

Elgin National Trophy

26 August 1911 - Elgin: 305.028 miles (8.473 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	2		Len Zengel	National	4:35:39.08, 66.395mph
2	1		Harry Grant	Alco	4:41:58.72
3	9		Hughie Hughes	Mercer	4:42:08.97
4	5		Frank Lee	Alco	32 laps
5	3		Dave Buck	Pope-Hartford	24 laps/fatal accident
6	7		Harry Hartman	Alco	20 laps/fuel line leak
7	12		Ralph Mulford	Lozier	8 laps/con-rod
8	4		Spencer Wishart	Simplex	4 laps/con-rod
9	11		Ralph DePalma	Simplex	2 laps/flywheel
10	6		John Aitken	National	2 laps/cracked cylinder

Lap Leaders: Ralph Mulford laps 1-8
Len Zengel laps 9-36

N.B. - Limited to cars under 600 cu in.
Race was stopped after 2 laps when the grandstand collapsed - restarted 35 mins later.

During practice on the 21st August, Ralph Ireland left the road when a tyre blew, and was fatally injured when his car rolled on top of him. His mechanician, Frank O'Brien, was also seriously injured.

Cincinnati Trophy

9 September 1911 - Fern Bank: 197.5 miles (7.9 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	9		Eddie Hearne	Fiat	3:29:03.20, 56.684mph
2	3		John Jenkins	Cole	3:40:04.27
3	10		Harry Knight	Westcott	3:53:38.75
4	4		Harry Mathews	Ohio	3:56:11.58
5	6		J.K.Gilchrist	Cino	4:01:59.60
6	5		Charles Thatcher	Ohio	19 laps/transmission
7	2		Rupert Jeffkins	Schacht	8 laps/accident
8	7		Andy Burke	Cino	4 laps/con-rod
9	8		John Raimey	Cino	0 laps/accident/rolled
10	11		Gil Anderson	Stutz	0 laps/transmission
11	20		Billy Pearce	Colby	0 laps/wheel

Lap Leaders: Eddie Hearne laps 1-25

Non-Qualifiers

	1		Mortimer Roberts	Abbott-Detroit	DSQ-illegal mechanics seat

N.B. - Free for all class, 600 cubic inches and under. Ran concurrently with other race.

Hamilton County Trophy

9 September 1911 - Fern Bank, Cincinatti: 150.1 miles (7.9 miles x 19 laps)

FP	#	SP	Driver	Car	Time
1	3		John Jenkins	Cole	2:46:29.84, 54.09mph
2	5		Charles Thatcher	Ohio	2:51:19.02
3	6		J.K.Gilchrist	Cino	3:00:28
4	4		Harry Mathews	Ohio	3:02:22
5	2		Rupert Jeffkins	Schacht	8 laps/accident
6	7		Andy Burke	Cino	4 laps/con-rod
7	8		John Raimey	Cino	0 laps/accident/rolled
8	20		Billy Pearce	Colby	0 laps/wheel

Lap Leaders: Andy Burke laps 1-4
John Jenkins laps 5-19

N.B. - Ran concurrently with Cincinatti Trophy. Limited to stock chassis, 300 cu in and under

Philadelphia I

9 October 1911 - Fairmount Park, Philadelphia: 202.5 miles (8.1 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	8		Erwin Bergdoll	Benz	3:18:41.35, 61.151mph
2	15		Fred Betz	Fiat	2 laps/con-rod

Lap Leaders: Erwin Bergdoll laps 1-25

N.B. - Limited to cars 601-750 cu.in., ran concurrently with the other races this day

Philadelphia II

9 October 1911 - Fairmount Park, Philadelphia: 202.5 miles (8.1 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	3		Ralph Mulford	Lozier	3:21:52.78, 60.184mph
2	2		Len Zengel	National	3:25:59.36
3	9		Harry Grant	Lozier	3:28:50.37
4	18		William Wallace	Mercedes	22 laps
DQ	17		Spencer Wishart	Mercedes	3:20:11.42 *

Lap Leaders: Ralph Mulford laps 9-16
Spencer Wishart laps 1-8,17-25

*N.B. - * DSQ for not carrying riding mechanic one lap.*
Limited to cars 451-600 cubic inches capacity.

Philadelphia III

9 October 1911 - Fairmount Park, Philadelphia: 202.5 miles (8.1 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	16		Louis Disbrow	National	3:28:22.32, 58.308mph
2	10		Gil Anderson	Stutz	3:40:23.05
3	6		Don Herr	National	3:40:33.87

Lap Leaders: Louis Disbrow laps 1-25

N.B. - Limited to cars 301-450 cubic inches capacity. Run concurrently with other races.

Philadelphia IV

9 October 1911 - Fairmount Park, Philadelphia: 202.5 miles (8.1 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	11		Hughie Hughes	Mercer	3:29:45.30, 57.925mph
2	5		Ralph DePalma	Mercer	22 laps/steering
3	19		Harry Mathews	Ohio	22 laps
4	12		George Parker	Ohio	20 laps
5	7		Joe Jagersberger	Case	15 laps/accident
6	4		Charles Basle	Cole	6 laps/carburretor

Lap Leaders: Ralph DePalma lap 1
Hughie Hughes laps 2-25

N.B. - Limited to cars 231-300 cubic inches capacity. Run concurrently with other races.

Following these races, the Fairmount Park Commission announced on the 9th May 1912 that it would not allow any more automobile races in the park because of the danger of accidents.

Dick Ferris Trophy

14 October 1911 - Santa Monica: 202.008 miles (8.417 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	11	10	Harvey Herrick	National 40	2:42:27.60, 74.603mph
2	12	11	Cyrus Patschke	Marmon	2:45:42.73
3	4	4	Joe Dawson	Marmon 40	2:47:54.53
4	5	5	Charles Merz	National	2:49:24.53
5	7	7	Dave Lewis	Stutz-Wisconsin	23 laps
6	2	2	Bert Dingley	Pope-Hartford	23 laps
7	1	1	Howard Wilcox	National 50	23 laps
8	19	12	Joe Nikrent	Marmon 40	23 laps
9	10	9	Ted Tetzlaff	Fiat	22 laps
10	9	8	Harris Hanshue	Mercer	22 laps
11	3	3	Harry Endicott	Interstate	3 laps/accident
12	6	6	Theron Dubey	Midland	0 laps/magneto shaft

Lap Leaders: Joe Dawson lap 8
Harvey Herrick laps 2-3,7,22-24
Cyrus Patschke laps 1,4-6,9-21

N.B. - No capacity limitation (Free-for-all). Cars started at 1 minute intervals.

Attorney E.E.Hewlett owned the Fiat diven by Tetzlaff, and he offered a $10,000 wager that his Fiat would beat any Lozier, the manufacturer who had previously employed Tetzlaff. Lozier declined, and only entered cars in the Fairmount Park event being held concurrently.
Jimmy Ryall had entered this race in an Apperson, but withdrew without explanation before the event. Tetzlaff started ninth, and during his first lap passed Dubey, Hanshue and Lewis on his first lap. However, this lap wasn't without incident, as when flying along the Palisades, he skidded in the S-turn, lost control, bounced onto the railway tracks and almost into the crowd. He regained control and continued onwards. Even taking this incident into account, Tetzlaff was 10 seconds faster on his first lap than any other driver.
During the race, it seemed as though the factory National team had instituted team orders. Wilcox was to keep up with Tetzlaff, and was to try and pressure him and induce a breakage, while the other two continued at a more measured pace. However, by the time of the first stops for tyres at the end of lap 3, Wilcox was 56 seconds behind, and the furious pace forced

Wilcox to pit again for tyres on the eighth lap. After nine laps, Tetzlaff was 3m29 ahead of Patschke, but coming into Nevada Avenue on the 10th lap he was too fast, and he spun, scattering the crowd and blowing two tyres. This stop, coupled with another to pick up more spares, took him out of contention for the win.
Harry Endicott was the second car to retire after sliding wide at Dead Man's Curve (this year it was not banked with boards, but the normal flat road), after being temporarily blinded by the exhaust from the overtaking Tetzlaff. He hit the outside iron railings, damaging his car beyond repair.
Patschke was leading with two laps to go, but had lost a cylinder. Rather than stop and lose the win, he decided to risk continuing, hoping his 1m33 lead was enough. It wasn't, with Herrick overtaking him on the final lap.

Leon Shettler Cup

14 October 1911 - Santa Monica: 151.506 miles (8.417 miles x 18 laps)

FP	#	SP	Driver	Car	Time
1	5	2	Charles Merz	National	2:02:08.45, 74.422mph
2	2	1	Bert Dingley	Pope-Hartford	2:03:26.30
3	7	3	Dave Lewis	Stutz	2:04:56.95
4	11	4	Harvey Herrick	National 40	2:06:00.00

Lap Leaders: Bert Dingley laps 1-7,10-13
Charles Merz laps 8-9,14-18

N.B. - Limited to cars of 301-450 cubic inches (Heavy Cars). Run concurrently with medium car race, cars started at 1 minute intervals.

Jepsen Trophy

14 October 1911 - Santa Monica: 151.506 miles (8.417 miles x 18 laps)

FP	#	SP	Driver	Car	Time
1	22	6	Bruce Keene	Marmon	2:12:09.95, 68.777mph
2	19	4	Joe Nikrent	Marmon	2:13:03.30
3	9	1	Harris Hanshue	Mercer	2:13:41.20
4	20	5	Louis Nikrent	Buick	2:15:06.00
5	21	7	Clarence McKeague	Durocar	16 laps
6	18	3	John Jenkins	Cole	16 laps
7	17	2	Charles Bigelow	Lexington	16 laps
8	24	9	Rupert Jeffkins	Schacht	15 laps
9	23	8	Frank Siefert	Cole	14 laps

Lap Leaders: Bruce Keene laps 1-18

N.B. - Limited to cars of 231-300 cubic inches (Medium Cars). Run concurrently with heavy car race, cars started at 1 minute intervals.

Chanslor & Lyon Trophy

14 October 1911 - Santa Monica: 101.004 miles (8.417 miles x 12 laps)

FP	#	SP	Driver	Car	Time
1	28	3	Louis Nikrent	Buick	1:42:21.7, 59.21mph
2	32	7	A.J.Charles	Ford	1:45:22.8
3	31	6	Bruno Seibel	EMF	1:55:50.2
4	26	1	Charles Soules	Flanders	12 laps
5	33	8	Jack Fleming	Locomobile	10 laps
6	29	4	C.J.DeQuelin	Suncet	8 laps
7	27	2	Harris Hanshue	Reo	10 laps/Engine
8	34	9	Roscoe Anthony	Regal	5 laps/Ignition
9	30	5	Clarence Smith	Maxwell	4 laps/Magneto

Lap Leaders: Harris Hanshue laps 1-10
Louis Nikrent laps 11-12

N.B. - Limited to stock chassis of up to 230 cubic inches

Vanderbilt Cup

27 November 1911 - Savannah: 290.7 miles (17.1 miles x 17 laps)

See the Grand Prix and Voiturette section on page 135

III American Grand Prize

30 November 1911 - Savannah: 410.4 miles (17.1 miles x 24 laps)

See the Grand Prix and Voiturette section on page 136

1912 AAA National Championship Trail

Chanslor & Lyon Trophy

4 May 1912 - Santa Monica: 101.004 miles (8.417 miles x 12 laps)

FP	#	SP	Driver	Car	Time
1	16	8	George Joerimann	Maxwell	1:37:57.9, 61.861mph
2	10	2	Robert Evans	Flanders	1:40:38.6
3	11	3	Jack Tower	Flanders	1:42:00.0
4	9	1	Roscoe Anthony	Regal	1:42:53.5
5	15	7	K.C.Krause	Reo	1:54:53.5
6	13	5	Louis Nikrent	Buick	11 laps
7	12	4	Ed Rasher	Ford	10 laps
8	14	6	A.J.Charles	Ford	5 laps/out

Lap Leaders: George Joerimann laps 1-8,10-12
Jack Tower lap 9

N.B. - For Lights Cars, stock chassis 161-230 cubic inches.

Joerimann won on account of better tyre wear. Evans and Tower both were faster, but had frequent, slow pit-stops for tyres. Krause in his Reo suffered from spark-plug pronlems, while Rasher spent 22 minutes in the pits having his carburettor repaired.

Santa Monica II

4 May 1912 - Santa Monica: 151.506 miles (8.417 miles x 18 laps)

FP	#	SP	Driver	Car	Time
1	5	5	Ralph DePalma	Mercer	2:10:43.85, 69.535mph
2	6	6	Joe Nikrent	Case	2:14:25.80
3	2	2	Louis Disbrow	Case	2:22:08.75
4	7	7	Scott Miller	Warren-Detroit	15 laps
5	8	8	Hal Shain	Schacht	12 laps
6	1	1	Earl DeVore	Buick	6 laps/camshaft
7	4	4	Rupert Jeffkins	Mercer	2 laps/magneto
8	3	3	Frank Siefert	Midland	1 lap/magneto
NA			Harvey Herrick	Case	Withdrew

Lap Leaders: Ralph DePalma laps 1, 3-4, 7-18
Earl DeVore laps 5-6
Louis Disbrow lap 2

N.B. - For Medium Cars, stock chassis 231-300 cubic inches.

Dick Ferris Trophy

4 May 1912 - Santa Monica: 303.012 miles (8.417 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	32	4	Ted Tetzlaff	Fiat	3:50:57.60, 78.718mph
2	24	5	Caleb Bragg	Fiat	3:53:05.55
3	25	6	David Bruce-Brown	Benz	3:55:32.60
4	20	1	Dave Lewis	Stutz-Wisconsin	34 laps
5	21	2	Earl Cooper	Stutz-Wisconsin	34 laps
6	26	7	Bert Dingley	Simplex	32 laps
7	22	3	Barney Oldfield	Fiat	26 laps

Lap Leaders: David Bruce-Brown laps 1-3
Ted Tetzlaff laps 4-36

Fastest Lap: Bruce-Brown, 5m32, on lap 13

N.B. - Unlimited capacity race.

Oldfield suffered a spring bolt working its way lose on lap 12, forcing him to pit to have it fixed, losing him 17 minutes in the pits. On restarting, he slid into a ditch, and it took him a further five minutes to extricate himself. Tetzlaff, on the other hand, was driving flat out like normal, but unlike in the previous years he was not destroying the car or the tyres. However, on the last lap, he approached the left turning Nevada Avenue corner at a far higher speed than normal, and slid wide into an iron barrier. Luckily he only punctured a tyre and dented his fuel tank, and after two minutes to rectify the problem, he was on his way. He had been passed by Caleb Bragg while stationary, but such was his lead (and remembering the staggered starting system), he was sufficiently far ahead to still win the race.

Indianapolis 500 Mile Sweepstakes

30 May 1912 - Indianapolis: 500 miles (2.50 miles x 200 laps)

FP	#	SP	Driver	Car	Time	Purse	Qual Speed
1	8	7	Joe Dawson/Don Herr	National	6:21:06, 78.719mph	$20,000	86.130
2	3	3	Ted Tetzlaff/Caleb Bragg	Fiat	6:31:29	10,000	84.240
3	21	17	Hughie Hughes	Mercer	6:33:09	5,000	81.810
4	28	22	Charles Merz/Willie Knipper	Stutz	6:34:40	3,000	78.880
5	18	15	William Endicott/Harry Endicott	Schacht	6:46:28.2	2,500	80.570
6	2	2	Len Zengel/Willie Knipper	Stutz	6:50:28.4	2,000	78.850
7	14	11	John Jenkins/Charles Arnold	White	6:52:38.4	1,500	80.820
8	22	18	Joe Horan/George Ainslee	Lozier	6:59:38	1,400	80.480
9	9	8	Howard Wilcox/Bill Rader	National	7:11:30.4	1,300	87.200
10	19	16	Ralph Mulford	Knox	8:53:00	1,200	87.880
11	4	4	Ralph DePalma	Mercedes	198 laps/piston		86.020
12	15	12	Bob Burman	Cutting	157 laps/accident		84.110
13	12	10	Bert Dingley	Simplex	116 laps/con-rod		80.770
14	25	21	Joe Matson	Lozier	110 laps/crankshaft		79.900
15	7	6	Spencer Wishart	Mercedes	82 laps/water line		83.950
16	1	1	Gil Anderson	Stutz-Wisconsin	80 laps/rear wheel		80.930
17	17	14	Billy Liesaw/W.H.Farr	Marquette-Buick	72 laps/fire		77.510
18	5	24	Louis Disbrow/Neil Whalen	Case	67 laps/differential pin		76.540
19	23	19	Mel Marquette	McFarland	63 laps/right wheel		78.080
20	6	5	Eddie Hearne/Neil Whalen	Case	55 laps/crankshaft		81.850
21	16	13	Lee Frayer/Eddie Rickenbacker	Firestone-Columbus	43 laps/intake valve		77.300
22	29	23	David Bruce-Brown	National	25 laps/valve		88.450
23	10	9	Harry Knight	Lexington	6 laps/engine		75.920
24	24	20	Len Ormsby	Opel	5 laps/con-rod		84.090

Lap Leaders: Ted Tetzlaff laps 1- 2
Ralph DePalma laps 3-198
Joe Dawson laps 199-200

Non Qualifiers

27	Romine	Continental	DNS, too slow (68.5 mph)
26	Charles Shambaugh	Shambaugh-Buick	Withdrew
31	Lee Oldfield	Mason-Duesenberg	

N.B. - Limited to cars 600 cubic inches and below. Starting position determined by entry date, cars qualified by demonstrating 75mph speed on main straight. Disbrow drew 1st place on grid, but started last due to late arrival at track.

Following the race, the high number of retirements caused the Decatur Daily Review of Illinois to remark that "there is something to be learned from the big automobile race in Indianapolis on Decoration day. The first thing is they can't build cars to stand the strain. It is not in the steel to do it. …. Another thing learned is that the public generally doesn't take as much interest in these supreme speed contests. Taking the papers altogether, the race last Thursday didn't get more than a fourth of the space in newspapers that was given the one of the year before."

First Montamara Fiesta Race

5 July 1912 - Tacoma: 150 miles (5.00 miles x 30 laps)

FP	#	SP	Driver	Car	Time
1	12		Eddie Pullen	Mercer	2:25:18.55, 61.937 mph
2	10		Hughie Hughes	Mercer	12 laps/clutch
3	11		Erwin Bergdoll	Mercer	7 laps/universal joint
4	14		Frank Blizzard	Cole	3 laps/con-rod
NS	14		Red Sebastian	Cole	practice injury

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Lap Leaders: Hughie Hughes   laps  1-12
              Eddie Pullen  laps 13-30
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N.B. - Limited to cars 231-300 cubic inches (Medium car class)

Tacoma II

5 July 1912 - Tacoma: 150 miles (5.00 miles x 30 laps)

FP	#	SP	Driver	Car	Time
1	20		Earl Cooper	Stutz	2:15:41.70, 66.325 mph
2	22		Earl DeVore	National	2:24:26.75
3	21		James Rossi	Pope-Hartford	2:26:23.25

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Lap Leaders: Earl Cooper     laps  1-30
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N.B. - Limited to cars 301-450 cubic inches (Medium heavy car class)

Tacoma III

5 July 1912 - Tacoma: 200 miles (5.00 miles x 40 laps)

FP	#	SP	Driver	Car	Time
1	33		Ted Tetzlaff	Fiat	2:52:31.25, 69.556 mph
2	31		Ralph Mulford	Knox	2:58:10.15
3	22		Earl DeVore	National	3:05:42.40
4	21		James Rossi	Pope-Hartford	30 laps
5	12		Hughie Hughes	Mercer	36 laps/con-rod
6	20		Earl Cooper	Stutz-Wisconsin	31 laps/hit ditch

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Lap Leaders: Ralph Mulford   laps  1-8
             Ted Tetzlaff    laps  9-40
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N.B. - Unlimited race.

Montamarathon Trophy

6 July 1912 - Tacoma: 250 miles (5.00 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	44	4	Ted Tetzlaff	Fiat	3:47:00.85, 66.075 mph
2	43	3	Erwin Bergdoll	Benz	3:50:49.85
3	42	7	Earl DeVore	National	3:52:28.25
4	47	6	Frank Verbeck	Fiat	3:52:56.15
5	41	2	Earl Cooper	Stutz-Wisconsin	45 laps
6	45	8	Frank Blizzard	Cole	12 laps/engine
7	40	1	Hughie Hughes	Mercer	3 laps/clutch
8	46	5	Ralph Mulford	Knox	2 laps/magneto

```
Lap Leaders: Hughie Hughes   laps  1- 3
             Earl Cooper     laps  4- 8
             Ted Tetzlaff    laps  9-15,19-50
             Erwin Bergdoll  laps 16-18
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N.B. - Unlimited race. A rancher who had climbed a tree to watch the race was struck by a flying stone kicked up by a passing car - he fell and was severely injured, and was not expected to live.

Columbus

25 August 1912 - Columbus: 200 miles (1.00 miles x 200 laps)

FP	#	SP	Driver	Car	Time
1	4	3	Spencer Wishart	Mercer	3:28:04.50, 57.672 mph
2	10	8	Howard Wilcox	Cino	3:35:10
3	8	7	John Jenkins	Cino	3:35:30
4	6	5	Neil Whalen	National	3:36:49
5	7	6	Ben Lawwell	Westcott	200 laps

6	5	4	Harry Knight	Knight	165 laps/engine
7	11	9	Harry Mathews	Ohio	97 laps/engine
8	1	1	Charles Elliott	Firestone-Columbus	90 laps/rear axle
9	12	10	Marion Trexer	Stoddard-Dayton	62 laps/fire
10	2	2	John Raimey	Ohio	18 laps/con-rod

Lap Leaders: John Raimey laps 1- 5
John Jenkins laps 51- 56
Spencer Wishart laps 6- 50,57-200

N.B. - Unlimited race.

Aurora Trophy

30 August 1912 - Elgin: 152.46 miles (8.47 miles x 18 laps)

FP	#	SP	Driver	Car	Time
1	36	6	Hughie Hughes	Mercer	2:20:40.11, 65.029 mph
2	31	1	Eddie Pullen	Mercer	2:26:31.45
3	33	3	Homer Trussel	Falcar	2:49:19.30
4	34	4	Mortimer Roberts	Mason	2:58:11.70
5	32	2	Harry Hastings	Falcar	3:03:57.53
6	35	5	Spencer Wishart	Mercer	13 laps/rear axle

Lap Leaders: Hughie Hughes laps 1-18

N.B. - Limited to 300 cubic inch engines

Illinois National Trophy

30 August 1912 - Elgin: 203.28 miles (8.47 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	24	4	Charles Merz	Stutz-Wisconsin	3:04:32.25, 66.093 mph
2	21	1	Gil Anderson	Stutz-Wisconsin	3:06:06.15
3	23	3	Neil Whalen	National	9 laps/magneto coupling
4	22	1	William Hobbs	Rayfield	2 laps/burnt main bearing

Lap Leaders: Charles Merz laps 1-24

N.B. - Limited to 450 cubic inch engines

Jencks Trophy

30 August 1912 - Elgin: 101.64 miles (8.47 miles x 12 laps)

FP	#	SP	Driver	Car	Time
1	41	1	Harry Endicott	Mason	1:40:42.9, 60.551 mph
2	42	2	F.W.Moe	Ford	6 laps/accident
3	43	3	W.G.Wordington	Herreshoff 20	1 lap/wheel

N.B. - Limited to engines of up to 600 cubic inches.

Elgin Trophy

31 August 1912 - Elgin: 254.10 miles (8.47 miles x 30 laps)

FP	#	SP	Driver	Car	Time
1	4		Ralph De Palma	Mercedes	3:43:20.06, 68.265 mph
2	1		Ralph Mulford	Knox	3:46:09.26
3	12		Charles Merz	Stutz-Wisconsin	3:56:43.50
4	3		Mortimer Roberts	Mason	3:58:17.00
5	7		Gil Anderson	Stutz-Wisconsin	3:59:57.60
6	5		Eddie Hearne/George Hill	Fiat	26 laps/transmission
7	14		Spencer Wishart	Mercer	24 laps/water pump
8	15		Hughie Hughes	Mercer	17 laps/burnt crank bearing
9	2		George Clark	Mercedes	5 laps/accident

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Lap Leaders: Ralph DePalma   laps 1-2,4-5,8-13,15-30
             Ralph Mulford   laps 3,6-7,14

Non-Starters
    6    Harry Hastings               Falcar                      Did not start
   10    Homer Trussel                Falcar                      Did not start
   11    Neil Whalen                  National                    magneto
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N.B. - Hill relieved Hearne on lap 3. Race run concurrently with free formula race.

Elgin V

31 August 1912 - Elgin: 304.92 miles (8.47 miles x 36 laps)

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FP  # SP Driver                       Car                         Time
 1  4    Ralph De Palma               Mercedes                    4:25:36.25, 68.881 mph
 2  8    Erwin Bergdoll               Benz                        4:30:28.28
 3  1    Ralph Mulford/Billy Chandler Knox                        4:34:08.72
 4  5    Eddie Hearne                 Fiat                        26 laps/transmission
 5 15    Hughie Hughes                Mercer                      17 laps/burnt crank bearing
 6  2    George Clark                 Mercedes                     5 laps/accident

Lap Leaders: Erwin Bergdoll  laps  2-22,25-35
             Ralph DePalma   laps  1,23-24,36

Non-Starters
    9    David Bruce-Brown            Fiat                        arrived late
    9    Ted Tetzlaff                 Fiat                        sheared differential bolts
   11    Neil Whalen                  National                    broken magneto
```

N.B. - Mulford relieved for laps 33-36 due to heat exhaustion. Free formula race.

On the 26th July 1913 in Aurora, IL, Mrs Susan Ethel Lorimer Graham filed a suit for $50,000 against the Elgin Road Race Association in the Geneva circuit court for injuries received when the grandstand collapsed during one the the 1912 races - she broke her ankle. The outcome of this case is not known.

Vanderbilt Cup

2 October 1912 - Milwaukee: 299.44 miles (7.88 miles x 38 laps)

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FP  # SP Driver                       Car                         Time
 1 22  1 Ralph DePalma                 Mercedes                    4:20:31.54, 68.962 mph
 2 23  2 Hughie Hughes                 Mercer                      4:21:14.24
 3 26  5 Spencer Wishart               Mercedes                    4:36:35.75
 4 27  6 Gil Anderson                  Stutz-Wisconsin             4:39:40.95
 5 28  7 George Clark                  Mercedes                    4:51:39.75
 6 25  4 Harry Nelson                  Lozier                      24 laps/withdrew
 7 29  8 Ted Tetzlaff                  Fiat                        25 laps/drive shaft
 8 24  3 Ralph Mulford                 Knox                         2 laps/magneto

Lap Leaders: Ted Tetzlaff    laps  1-25
             Ralph DePalma   laps 26-38

Non-Qualifiers
         David Bruce-Brown            Fiat                        fatal practice accident
   21    Eddie Pullen                 Mercer                      DSQ- too small displacement
```

N.B. - For non-stock, 301-600 cubic inch "E" class cars

IV American Grand Prize

5 October 1912 - Milwaukee: 409.76 miles (7.88 miles x 52 laps)

See the Grand Prix and Voiturette section on page 140

Pabst Blue Ribbon Trophy

5 October 1912 - Milwaukee: 220.64 miles (7.88 miles x 28 laps)

FP	#	SP	Driver	Car	Time
1	16	5	Mortimer Roberts	Mason	3:45:08.71, 58.799 mph
2	15	4	Harry Hastings	Falcar	4:15:05.15
3	18	7	Billy Chandler	Falcar	23 laps
4	17	6	Eddie Pullen	Mercer	22 laps/transmission
5	19	8	Hughie Hughes	Mercer	21 laps/universal joint
6	14	3	Spencer Wishart	Mercer	14 laps/crankshaft
7	12	2	Tom Rooney	Bergdoll	5 laps/con-rod
8	11	1	Louis Nikrent	Case	5 laps/crankcase

Lap Leaders:		
	Mortimer Roberts	laps 1-9,23-28
	Eddie Pullen	laps 10-11,13,17,22
	Hughie Hughes	laps 12,14-16,18-21

N.B. - For non-stock chassis, 231-300 cubic inches. Ran concurrently with Wisconsin Challenge Trophy

Wisconsin Challenge Trophy

5 October 1912 - Milwaukee: 173.36 miles (7.88 miles x 22 laps)

FP	#	SP	Driver	Car	Time
1	5	3	Harry Endicott	Mason	3:06:44.79, 55.700 mph
2	3	2	George Mason	Mason	3:42:40.35
3	2	1	Snyder	Mason	3 laps/clutch

Lap Leaders:		
	Snyder	lap 1
	Harry Endicott	laps 2-22

Non-Starters		
Frank Kulick	Ford	Withdrew
Heber	EMF	Withdrew

N.B. - Non-stock class, 161 to 230 cubic inches

Brighton Beach

5 November 1912 - Brighton Beach: 100 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1		11	Ralph Mulford	Mason	1:42:11, 58.72 mph
2		12	Leland Mitchell	Mason	100 laps
3		3	Spencer Wishart	Mercer	98 laps
4		4	Eddie Pullen	Mercer	95 laps
5		9	John Menker	Klinekar	92 laps
6		8	Jack LeCain	Stutz-Wisconsin	90 laps
7		2	Thomas Costello	G.J.G.	88 laps
8		10	Len Ormsby	Klinekar	79 laps
9		7	Carl Limberg	Mercer	78 laps
10		5	Dave Lewis	Stutz-Wisconsin	76 laps/accident
11		6	Armour Ferguson	Mercer	65 laps/out
12		13	P.G.Thebaud	G.J.G.	46 laps/out
13		1	Neil Whalen	National	31 laps/accident

N.B. - Free formula event

1913 AAA National Championship Trail

San Diego

1st January 1913 - 183.4 miles (91.7 miles x 2 laps)

FP	#	SP	Driver	Car	Time
1	33	12	George Hill	Fiat	3:58:12, 46.196 mph
2	12	2	W.H.Smith	Mercer	4:12:12
3	20	11	William Carlson	Stutz-Wisconsin	4:16:15
4	8	5	Louis Nikrent	Buick	4:38:09
5	16	9	Clyde Washburn	Stutz	1 lap
6	6	8	Earl Schnack	Ford	1 lap
7	25	7	Ed Lyons	National	1 lap
8	31	4	Bob Burman	Benz	1 lap/radius rod
9	42	6	Tony Jannette	Benz	1 lap/out
10	14	14	Al Lambda	Columbia	0 laps/steering gear
11	17	13	William Campbell	Buick	0 laps/engine
12	11	10	C.A.Conant	National	0 laps/ditched
13	2	3	W.Alexander	Buick	0 laps/out
14	7	1	Elmer Knox	Moon	0 laps/out

Lap Leaders: George Hill laps 1-2

N.B. - Cars started at 1 minute intervals

Point Loma

1st March 1913 - 200.6 miles (5.982 miles x 34 laps)

FP	#	SP	Driver	Car	Time
1			William Carlson	Benz	3:23:09, 59.247 mph
2			Earl Cooper	Stutz	3:24:50
3			William Campbell	Buick	30 laps/flagged
4			Tony Jannette	Benz	33 laps/accident
5			Clyde Washburn	Stutz-Wisconsin	0 laps/out
6			J.Comptor	Mercedes	0 laps/accident

Lap Leaders: Tony Jannette laps 1-33
William Carlson lap 34

Indianapolis 500 Mile Sweepstakes

30th May 1913 - Indianapolis: 500 miles (2.50 miles x 200 laps)

FP	#	SP	Driver	Car	Time	Qual.speed
1	16	7	Jules Goux	Peugeot	6:35:05.00, 75.933 mph	86.030
2	22	19	Spencer Wishart/Ralph DePalma	Mercer	6:48:13.40	81.990
3	2	16	Charles Merz/Earl Cooper	Stutz-Wisconsin	6:48:49.25	84.460
4	9	2	Albert Guyot	Sunbeam	7:02:58.95	80.750
5	23	13	Theodore Pilette	Mercedes	7:20:13.00	75.520
6	12	20	Howard Wilcox/Frank Fox	Pope-Hartford"Gray Fox"	7:23:26.55	81.460
7	29	22	Ralph Mulford	Mercedes	7:28:05.50	80.790
8	31	23	Louis Disbrow/I.J.Kirkpatrick	Case	7:29:09.00	82.760
9	35	15	Willie Haupt/Lee Oldfield	Duesenberg	7:52:35.10	80.760
10	25	27	George Clark/Tom Alley	Tulsa	7:56:14.25	75.910
11	4	21	Bob Burman/Hughie Hughes	Keeton	190 laps/Flagged	84.170
12	3	14	Gil Anderson/Earl Cooper	Stutz-Wisconsin	187 laps/cam gear	82.630
13	5	4	Robert Evans/Lee Oldfield	Duesenberg	158 laps/slipping clutch	82.010
14	17	3	Billy Liesaw/Lee Oldfield	Buick	148 laps/loose con-rod	78.020
15	19	1	Caleb Bragg/Ralph DePalma	Mercer	128 laps/pump shaft	87.340
16	10	11	Willie Knipper/Harry Grant	Henderson	125 laps/slipping clutch	80.260
17	27	8	Ted Tetzlaff	Isotta	118 laps/drive chain	81.300
18	32	24	Joe Nikrent/Eddie Hearne	Case	67 laps/burned bearing	78.890
19	6	25	Jack Tower	Duesenberg	51 laps/accident in SW turn	88.230
20	28	18	Cincenzo Trucco	Isotta	39 laps/loose fuel tank	81.940
21	1	10	Harry Endicott/Ed Madden	Nyberg	23 laps/transmission	76.350
22	15	26	Paul Zuccarelli	Peugeot	18 laps/main bearing	85.830

23	21	12	Ralph DePalma	Mercer	15 laps/burned bearing	76.300
24	26	6	Harry Grant	Isotta	14 laps/fuel tank leak	75.960
25	18	17	John Jenkins	Schacht	13 laps/crankshaft	82.840
26	8	5	Don Herr	Stutz-Wisconsin	7 laps/clutch shaft	82.840
27	33	9	William Endicott	Case	1 lap/drive shaft	85.700

Lap Leaders:		
Caleb Bragg	lap	1
Robert Evans	laps	2- 3
Jules Goux	laps	4- 14, 56-95,103-124,136-200
Bob Burman	laps	15- 55
Gil Anderson	laps	96-102,125-135

Prize Money distributed as follows: 1st, $20,000. 2nd, $10,000. 3rd, $5000. 4th, $3500. 5th, $3000. 6th, $2200. 7th, $1800. 8th, $1600. 9th, $1500. 10th, $1400.

Did Not Qualify

7	E.H.Delling	Mercer
7	Joe Dawson	Mercer
14	F.L.Adams	Smada
24	Robert Pennebaker	Pennebaker

N.B. - Relief drivers shown in results above to the righthand side of driver pairings. Starting positions determined by date of entry.

Miss Vivian Prescott announced on the 9th April that she had been granted permission to drive in the 500 mile race. On the 10th April, T.S.Myers, the speedway auditor, declared that permission had not been granted, and that the speedway management would not consider allowing a woman to enter so dangerous an event.
Legend has it that Goux won the race while drinking champagne all the while. As with many elements, there is an element of truth which has been greatly inflated. According to a report in the Modesto Evening News, shortly before the finish of the race, Goux shouted to his manager in French "Rustle me some wine or I'll blow." The manager secured the champagne and succeeded in passing it to him. He only drank the champagne at the end of the race….

Columbus Driving Park, OH

4th July 1913 - 200 miles (1 mile x 200 laps)

FP	#	SP	Driver	Car	Time
1	7		Ralph Mulford	Duesenberg	3:21:48.00, 59.465 mph
2	1		Ed Madden	Nyberg	3:44:26.65
3	4		Ernest Reeder	Mercer	3:47:53.00
4	9		Ralph De Palma	Mercer	4:04:50.30
5	5		John Jenkins	Schacht	4:05:57.00
6	10		Harry Knight	Kinnear	110 laps/fatal accident
7	6		Eddie Rickenbacker	Duesenberg	107 laps/drive shaft
8	3		William Fritsch	Cino	47 laps/broken cylinder

Lap Leaders:		
Eddie Rickenbacker	laps	1-32
Ralph Mulford	laps	33-200

N.B. - Knight and his mechanician Milton Michaelis were both fatally injured.

Potlach Trophy

5th July 1913 - Tacoma: 199.5 miles (3.423 miles x 57 laps)

FP	#	SP	Driver	Car	Time
1	6		Earl Cooper	Stutz-Wisconsin	2:49:32, 70.605 mph
2	4		Bob Burman	Keeton	3:05:50
3	3		Charles Latta	Interstate	3:08:58
4	27		Harry Endicott	Nyberg	52 laps/flagged
5	20		Hughie Hughes	Mercedes	45 laps/con-rod
6	2		Jack Walsh	Locomobile	26 laps/cam shaft
7	33		Ted Tetzlaff	Fiat	25 laps/cam shaft
8	5		Nick Nichols	Apperson	5 laps/out
NQ	10		Joe Thomas	Ballard	Did Not Start

Some sources say that it was Clyde Virgil Latta who finished third. Clyde, brother of Charles W. (and Chester Allen) Latta was a mechanic for Eddie Rickenbacher, and appears to have been confused with Charles in this case.

Montamarathon Trophy

7th July 1913 - Tacoma: 248.5 mile (3.423 miles x 71 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz-Wisconsin	3:32:08.2, 70.285 mph
2	33		Dave Lewis	Fiat	3:35:00
3	20		Hughie Hughes	Mercedes	3:39:55
4	27		Harry Endicott	Nyberg	67 laps/flagged
5	15		Conrad Hanson	Hudson	60 laps/flagged
6	25		Nick Nichols	Apperson	48 laps/flagged
7	6		Bob Burman	Benz	48 laps/fuel line
8	5		Tony Jannette	Benz	14 laps/con-rod
9	2		Jack Walsh	Locomobile	14 laps/stripped gears
10	44		Ted Tetzlaff	Fiat	13 laps/water pump

N.B. - Race delayed one day due to rain.

Galveston

28th July 1913 - Galveston: 100 miles (5 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	1		Louis Disbrow	Simplex	1:23:59.48, 71.436 mph
2	6		Billy Chandler	Duesenberg	1:25:03
3	2		William Endicott	Case	1:27.59
4	20		Jack LeCain	Stutz-Wisconsin	1:28:39
5	9		Joe Horan	Lozier	1:29:26
6	14		Conde Mosley	Studebaker	1:51.13
7	4		Claude Newhouse	Case	19 laps/flagged
8	12		Pringle	Studebaker	18 laps/flagged
9	21		Weigle	National	17 laps/flagged
10	10		H.Drane	Marion	12 laps/flagged
11	3		Joe Nikrent	Case	12 laps/flagged
12	25		Armour Ferguson	Peugeot	9 laps/flagged
13	7		Ralph Mulford	Duesenberg	5 laps/out
14	15		Eddie Rickenbacker	Duesenberg	3 laps/out
15	26		George Clark	Interstate	1 lap/out

The center of the grandstand collapsed just before the race started, resulting in several minor injuries to spectators.

Galveston

29th July 1913 - 100 miles (5.00 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	25		Armour Ferguson	Peugeot	1:23:57.0, 71.458 mph
2	1		Louis Disbrow	Simplex	1:24:26.4
3	20		Jack LeCain	Stutz-Wisconsin	1:24:49.0
4	6		Billy Chandler	Duesenberg	1:26:49.0
5	2		William Endicott	Case	1:30:24.75
6	11		Claude Newhouse	Case	1:42:23.7
7	14		Conde Mosley	Studebaker	1:48:54
8	12		Pringle	Studebaker	1:57:16
9	10		H.Drane	Marion	17 laps/out
10	21		Weigle	National	16 laps/out
11	9		Joe Horan	Lozier	14 laps/out
12	15		Eddie Rickenbacker	Duesenberg	6 laps/out
13	3		Joe Nikrent	Case	4 laps/out
14	26		George Clark	Interstate	3 laps/out
15	7		Ralph Mulford	Duesenberg	2 laps/out

Galveston

30th July 1913 - 100 miles (5.00 miles x 20 laps)

FP	#	SP	Driver	Car	Time
1	6		Billy Chandler	Duesenberg	1:26:44, 69.177 mph

2	1	Louis Disbrow	Simplex	1:28:48.2
3	19	Jack LeCain	Stutz-Wisconsin	1:29:56
4	25	Armour Ferguson	Peugeot	1:32:42
5	4	Claude Newhouse	Case	1:42:23
6	14	Conde Mosley	Studebaker	1:42:43
7	2	William Endicott	Case	1:47:57
8	12	Pringle	Studebaker	1:57:16
9	10	H.Drane	Marion	16 laps/out
NQ	3	Joe Nikrent	Case	practice accident

N.B. The times for the three 100 mile races were added together to get the result of the Galveston 300 mile Sweepstakes. The results were as follows:
1 Disbrow 4:17:23.40
2 LeCain
3 Endicott
4 Mosley

Dick Ferris Trophy

9th August 1913 – Santa Monica: 445.253 miles (8.401 miles x 53 laps)

FP	#	SP	Driver	Car	Time
1	8	8	Earl Cooper	Stutz-Wisconsin	6:01:52, 73.827 mph
2	3	3	Barney Oldfield	Mercer	6:07:45
3	5	5	Louis Nikrent	Mercer	6:28:17.2
4	15	14	Frank Verbeck	Fiat	49 laps/flagged
5	6	6	William McConners	Speedwell	43 laps/flagged
6	10	10	Charles Soules	Cadillac	39 laps/flagged
7	12	12	T.J.Beaudette	Cadillac	36 laps/flagged
8	14	13	Frank Siefert	National	32 laps/car on fire
9	4	4	Ted Tetzlaff	Fiat	26 laps/fuel line
10	9	9	John Opsahl	Buick	21 laps/cylinder
11	2	2	Harris Hanshue	Apperson	11 laps/car on fire
12	1	1	Gaston Morris	Mercer	3 laps/con-rod
13	7	7	Dave Lewis	Stutz-Wisconsin	1 lap/con-rod
DQ	11	11	Frank Goode	Apperson	11 laps/Disqualified *

Lap Leaders:		
	Frank Siefert	laps 1-2
	Earl Cooper	laps 3-16,18-53
	Barney Oldfield	laps 17

** Carried fuel away from pits*

N.B. Capacity was limited to up to 600 ci. Starting position was based on date of entry, and they were flagged off at 10s intervals. The track surface was hard on tyres, and as a result Cooper made a total of nine stops for tyres, against Oldfield's six. During the race, Beaudette's mechanician, F.L.Terry, fainted twice. The first time Terry fainted was at Dead Man's Curve, so Beaudette stopped the car and revived him. A mile down the road Terry fainted again and couldn't be revived, so Beaudette continued onwards with Terry passed out in his seat. After Nikrent crossed the finishing line at the end of the race in 3rd, the raced was stopped due to spectators swarming onto the track.

Chicago Auto Club Trophy

29th August 1913 - Elgin: 301.824 miles (8.384 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	21	2	Ralph DePalma	Mercer	4:31:56.90, 66.595 mph
2	20	1	Joe Dawson	Mercer	4:39:52.75
3	24	4	Billy Chandler	Duesenberg	31 laps/flagged
4	25	6	Harry Endicott	Nyberg	30 laps/water pipe
5	22	3	Eddie Rickenbacker	Duesenberg	27 laps/flagged
6	23	4	Spencer Wishart	Mercer	23 laps/spring
7	27	8	Charles Luttrell	Mercer	14 laps/burned bearing
8	26	7	Ralph Mulford	Duesenberg	10 laps/sheared flywheel

Lap Leaders:		
	Ralph Mulford	laps 1,7-10
	Eddie Rickenbacker	laps 2-6
	Ralph DePalma	laps 11-36

N.B. - Cars started at 30s intervals, limited to 231-300 ci displacement.

National Trophy

30th August 1913 - Elgin: 301.824 miles (8.384 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	5	5	Gil Anderson	Stutz-Wisconsin	4:13:38.97, 71.399 mph
2	3	3	Ralph Mulford	Duesenberg	4:20:31.25
3	4	4	Spencer Wishart	Mercer	4:29:58.95
4	15	11	Harry Grant	Isotta	4:42:14.10
5	14	10	Ralph DePalma	Mercer	4:47:24.38
6	6	6	Joe Dawson	Marmon	34 laps/flagged
7	16	12	Erwin Bergdoll	Benz	31 laps/out of fuel
8	1	1	William Endicott	Case	31 laps/flagged
9	7	7	Willie Haupt	Duesenberg	29 laps/burned bearing
10	8	8	Bob Burman	Keeton	19 laps/cylinder
11	12	9	Otto Henning	Velie	4 laps/accident
12	2	2	Eddie Rickenbacker	Duesenberg	0 laps/bent axle

Lap Leaders: Spencer Wishart laps 1-3
Gil Anderson laps 4-36

N.B. - Cars started at 30s intervals, limited to 450 ci and under displacement.

Corona

9th September 1913 - 301.712 miles (2.768 miles x 109 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz-Wisconsin	4:02:38, 74.609 mph
2	7		Frank Verbeck	Fiat	4:10:20
3	4		George Hill	Fiat	105 laps/flagged
4	3		Tony Jannette	National	77 laps/flagged
5	10		Bob Wilson	Studebaker	64 laps/flagged
6	9		Ted Tetzlaff	Fiat	88 laps/crankcase
7	1		Barney Oldfield	Mercer	58 laps/accident
8	2		Felix Magone	Stutz-Wisconsin	47 laps/magneto
9	16		Paul Leach	Macomber	29 laps/piston
10	14		Joe Mansfield	Macomber	29 laps/carburetor
11	5		Ralph DePalma	Mercer	23 laps/cylinder
12	6		Spencer Wishart	Mercer	12 laps/burned bearing

Lap Leaders: Earl Cooper laps 14-21,45-46,59-109
Felix Magone laps 24-25,31-34,37-40
Barney Oldfield laps 1-13,22-23,26-29,35-36,41-44,47-58

N.B. - Free-for-all, flying start. Race ran concurrently with heavy car race below.

Corona

9th September 1913 - 251.888 miles (2.768 miles x 91 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz-Wisconsin	3:21:29.2, 75.010 mph
2	11		C.Taylor	Marmon	4:09:31
3	3		Tony Jeanette	National	77 laps/flagged
4	10		Bob Wilson	Studebaker	64 laps/flagged
5	1		Barney Oldfield	Mercer	58 laps/accident
6	2		Felix Magone	Stutz-Wisconsin	47 laps/magneto
7	16		Paul Leach	Macomber	29 laps/piston
8	14		Joe Mansfield	Macomber	29 laps/carburetor
9	6		Spencer Wishart	Mercer	12 laps/burned bearing

Lap Leaders: Earl Cooper laps 14-21,45-46,59-91
Felix Magone laps 24-25,31-34,37-40
Barney Oldfield laps 1-13,22-23,26-29,35-36,41-44,47-58

N.B. - Heavy car race, 450 ci and under displacement. Ran concurrently with free-for-all race. Oldfield overturned when he had his accident, and his mechanician, Frank Sandhoffer, was reportedly killed - although this was later confirmed to be only a scalp wound.

1914 AAA National Championship Trail

Vanderbilt Cup

26th February 1914 - Santa Monica: 294.595 miles (8.417 miles x 35 laps)

FP	#	SP	Driver	Car	Time
1	12	11	Ralph DePalma	Mercedes	3:53:41.03, 75.49 mph
2	7	6	Barney Oldfield	Mercer	3:55:01.21
3	10	9	William Carlson	Mason-Duesenberg	4:02:39.12
4	8	7	Earl Cooper	Stutz-Wisconsin	4:04:03.10
5	16	14	George Joerimann	Touraine	30 laps/flagged
6	17	15	Tony Jannette	Alco	22 laps/cylinder
7	3	3	Gil Anderson	Stutz-Wisconsin	17 laps/driveshaft
8	15	13	Guy Ball	Marmon	15 laps/out of fuel
9	4	4	Eddie Pullen	Mercer	13 laps/accident
10	11	10	Frank Goode	Apperson	11 laps/fuel feed pipe
11	14	12	John Marquis	Sunbeam	9 laps/axle
12	9	8	Frank Verbeck	Fiat	8 laps/oil line
13	2	2	Spencer Wishart	Mercer	2 laps/water line
14	6	5	Dave Lewis	Mason-Duesenberg	1 lap/piston
15	1	1	Harry Grant	Isotta	0 laps/piston

Lap Leaders:		
	Spencer Wishart	lap 1
	Eddie Pullen	laps 2-13
	Gil Anderson	laps 14-17
	Ralph DePalma	laps 18-35

N.B. - Cars started at 15 second intervals

For this year, the pits were moved from across Dead Man's Curve to areas on each side of the official's stand on Ocean Boulevard to make stopping more efficient. In addition, at the behest of Los Angeles city officials, Nevada Avenue had been renamed Wilshire Boulevard.
Also entered for the race was a Delage, owned by Mrs Leotia K. Northam, to be driven by Omar Toft. Toft travelled to France to pick the car up, but then crashed it when driving fast through the French countryside. Although injured, he arranged to have the car shipped to New York while he returned to Los Angeles. In the meantime, Mrs Northam arranged for Bert Dingley (who at the time had retired) to drive the car, and on hearing this Toft stopped the shipment of the Delage from New York, despite being pronounced unfit to drive by doctors. The car never made the race.
At the start of the year, DePalma was the team captain for the Mercer squad. However, Mercer then sold a car to Oldfield without his knowledge or approval. DePalma considered it unfair that after all the development work that they had done they were giving the car away, and to Oldfield in particular, whom he disliked. He resigned his captaincy, and pressed his old Mercedes, owned by E.J.Schroeder of New Jersey, into service. The car had won the Vanderbilt Cup two years previously, but had been retired after a heavy crash in the Grand Prize race.
During practice, Dave Lewis, running Mark Sennett's Fiat, jumped the curve at Soldiers Home curve after suffering a broken steering knuckle. He ran into a group of spectators, knocking over Lewis Smith, a 69 year old Civil War veteran, who died from head trauma. Another spectator suffered leg injuries, and Lewis' mechanician suffered shock and bruises. The car was damaged and was withdrawn from the race, being replaced by a Mason. Also out in practice was Bert Dingley, who borrowed a Pope-Hartford while he waited for the Delage to arrive.
The race was due to be held on the 21st February, but heavy rain from Tuesday 17th February until the 19th February broke up the course badly. This caused the race to be put back a week. DePalma's car had been breaking crankshaft bearings in practice, so he took the opportunity of the delay to send the car to Los Angeles to have four new bearings fitted made from "Kelly metal". This seemed to fix the practice problems. The week break also allowed Dave Lewis' broken arm to heal sufficiently for him to race - he regained his ride on the Mason, which had been offered to Eddie Rickenbacker in the meantime.

Indianapolis 500 Mile Sweepstakes

30th May 1914 - 500 miles (2.50 miles x 200 laps)

FP	#	SP	Driver	Car Name	Chassis-Engine	Time	Qual Speed
1	16	15	Rene Thomas	Delage	Delage	6:03:45.99	94.540
2	14	10	Arthur Duray	Peugeot	Peugeot	6:10:24.49	90.000
3	10	11	Albert Guyot	Delage	Delage	6:14:01.75	89.150
4	6	19	Jules Goux	Peugeot	Peugeot	6:17:24.26	98.130
5	3	30	Barney Oldfield	Stutz	Stutz-Wisconsin	6:23:51.54	87.250
6	9	7	Josef Christiaens	Excelsior	Excelsior	6:27:24.00	91.210

7	27	26	Harry Grant	Sunbeam	Sunbeam	6:36:22.70	86.460
8	5	27	Charles Keene	Beaver Bullet	Keene-Wisconsin	6:40:57.82	86.870
9	25	5	William Carlson	Maxwell	Maxwell	7:02:42.60	93.360
10	42	23	Eddie Rickenbacker	Duesenberg	Duesenberg	7:03:34.59	88.140
11	23	6	Ralph Mulford	Mercedes	Mercedes	7:11:20	88.210
12	43	28	Willie Haupt	Duesenberg	Duesenberg	7:29:58	89.390
13	31	12	Willie Knipper	Keeton	Keeton-Wisconsin	7:36:42	89.570
14	7	29	George Boillot	Peugeot	Peugeot	141 laps/frame	99.860
15	34	18	Ernst Friedrich	Bugatti	Bugatti	134 laps/drive pin.	87.730
16	1	24	Louis Disbrow	Burman	Burman-Wisconsin	128 laps/con-rod	86.790
17	19	25	Spencer Wishart	Mercer	Mercer	122 laps/camgear	92.690
18	2	14	Earl Cooper	Stutz	Stutz-Wisconsin	118 laps/wheel	88.020
19	21	9	Caleb Bragg	Mercer	Mercer	117 laps/camshaft	92.970
20	15	8	Art Klein	King	King-Wisconsin	87 laps/valve	86.870
21	38	4	Billy Chandler	Braender Bulldog	Mulford-Duesenberg	69 laps/con-rod	87.540
22	4	3	Howard Wilcox	Gray Fox	Pope-Hartford	67 laps/valve	90.760
23	13	13	George Mason	Mason	Duesenberg	66 laps/piston	87.100
24	17	22	Bob Burman	Burman	Burman-Wisconsin	47 laps/con-rod	90.410
25	26	17	Joe Dawson	Marmon	Marmon	45 laps/accident	93.550
26	24	26	Gil Anderson	Stutz	Stutz-Wisconsin	42 laps/cyl.bolts	90.490
27	49	20	Ray Gilhooley	Isotta	Isotta	41 laps/accident	84.200
28	8	2	Ted Tetzlaff	Maxwell	Maxwell	33 laps/rocker arm	96.360
29	12	1	Jean Chassagne	Sunbeam	Sunbeam	20 laps/acc.NW	88.310
30	48	21	S.F.Brock	Ray	Mercer-Wisconsin	5 laps/camshaft	87.830

Race Winning Speed: 82.470 mph

Lap Leaders:	Rene Thomas	laps	13-29,116-200	Purse: 1st - $39,750	6th - $2,200
	Arthur Duray	laps	76-115	2nd - $10,250	7th - $1,800
	Albert Guyot	laps	67-75	3rd - $5,425	8th - $1,600
	Jules Goux	laps	5	4th - $3,500	9th - $1,500
	J.Christiaens	laps	2-4,6,8-12	5th - $3,000	10th - $1,400
	Caleb Bragg	laps	7		
	Howard Wilcox	laps	1		

Relief Drivers

2	Ed Rader	Stutz	Stutz-Wisconsin	
3	Gil Anderson	Stutz	Stutz-Wisconsin	
5	C.L.Rogers	Beaver Bullet	Keene-Wisconsin	
13	Lee Oldfield	Mason	Duesenberg	
25	Jack LeCain	Maxwell	Maxwell	
25	Goetz	Maxwell	Maxwell	
31	Bob Burman	Keeton	Keeton-Wisconsin	

Non-Qualifiers

18	Ralph DePalma	Mercedes	Mercedes	Withdrew, engine
22	Eddie Pullen	Mercer	Mercer	
28	Callahan	Stafford		
29	Joe Horan	Metropole		
33	George Clark	Texas		
35	John Jenkins	Great Western	Great Western-Carter	Withdrew/crank
36	Sterling Price	Great Western	Great Western-Carter	Withdrew/crank
37	Radina	Great Western	Great Western-Carter	Withdrew
39	Mortimer Roberts	Pope Bullet	Pope-Hartfird	
41	Mel Stringer	Washington		
45	Mazzucco	Tatter		
46	Hughie Hughes	Rayfield		Withdrew/crank bearing
47	Fred Melaum	Titz		
51	Charles Shambaugh	Shambaugh		

N.B. - 1) Pullen was first reserve, and should have started when DePalma withdrew. However, he wasn't ready, so Gilhooley started instead.
2) Start position determined by a draw the night before the race.
3) Engines limited to 450 ci.

Golden Potlatch Trophy

3rd July 1914 - Tacoma: 200 miles (2.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	32		Hughie Hughes	Maxwell	2:41:32.4, 74.285 mph
2	15		Art Klein	King	2:41:38.8
3	8		Earl Cooper	Stutz-Wisconsin	2:43:06.6
4	22		Bert Dingley	Ono	2:50:13.6
5	16		Glover Ruckstell	Mercer	Flagged

6	7	Jim Parsons	Stutz-Wisconsin	Flagged
7	11	Frank Verbeck	Fiat	Flagged
8	12	William Taylor	Alco	Flagged
9	17	Wilbur D'Alene	Marmon	73 laps/accident
10	6	Harvey Kennedy	Chalmers	33 laps/spring
11	4	Eddie Pullen	Mercer	24 laps/axle
12	3	Ted Tetzlaff	Maxwell	17 laps/valve spring
13	20	S.F.Brock	Stutz	11 laps/bent rear axle

Lap Leaders: Earl Cooper laps 1-22,74-97
Wilbur D'Alene laps 23-73
Hughie Hughes laps 98-100

Non-Qualifiers

14	Jack Walsh	Italia	Cracked cylinder
25	William Carlson	Maxwell	Engine trouble

N.B. - Race for class E, 600 ci and under

Montamarathon Trophy

4th July 1914 - Tacoma: 250 miles (2.00 miles x 125 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz-Wisconsin	3:24:34.8, 73.44 mph
2	16		Glover Ruckstell	Mercer	3:32:33.8
3	15		Art Klein	King-Wisconsin	3:34:22.2
4	7		Jim Parsons	Stutz-Wisconsin	3:45:20.2
5	12		William Taylor	Alco	4:17:12.0
6	13		Sam Smyley	Hupmobile	Flagged
7	22		Bert Dingley	Ono	123 laps/accident
8	32		Hughie Hughes/William Carlson	Maxwell	103 laps/valve spring
9	3		Ted Tetzlaff	Maxwell	90 laps/steering gear
10	20		S.F.Brock	Mercer-Wisconsin	84 laps/broken frame
11	4		Eddie Pullen	Mercer	26 laps/front axle
12	11		Frank Verbeck	Fiat	13 laps/withdrew
13	19		William Sorrell	Fiat	2 laps/broken air line
14	25		William Carlson	Maxwell	0 laps/engine

N.B. - Class D, Free-for-all.

Sioux City Speedway

4th July 1914 - 300 miles (2.00 miles x 150 laps)

FP	#	SP	Driver	Car	Time
1	10	13	Eddie Rickenbacker	Duesenberg	3:49:02.00, 78.591 mph
2	19	6	Spencer Wishart	Mercer	3:49:50.76
3	1	8	Cyrus Patschke	Marmon	4:02:56.79
4	16	1	Gil Anderson	Stutz-Wisconsin	4:03:34.03
5	12	14	Tom Alley	Duesenberg	4:04:10.61
6	22	4	Willie Knipper	Delage	4:31:07.50
7	21	11	Howard Wilcox	Pope-Hartford"Gray Fox"	4:42:32.25
8	20	17	Billy Chandler	Mulford-Duesenberg	126 laps/flagged
9	2	5	W.J.Shrunk	White	98 laps/flagged
10	5	16	H.A.Wetmore	Chalmers	88 laps/flagged
11	15	12	Harry Grant	Sunbeam	128 laps/universal joint
12	6	2	Bob Burman	Peugeot	80 laps/con-rod
13	17	7	Barney Oldfield	Stutz-Wisconsin	74 laps/cylinder
14	7	9	Mel Stringer	Peugeot	43 laps/con-rod
15	9	10	Ralph Mulford	Peugeot	32 laps/oil tank
16	11	3	George Mason	Mason Spl. (Duesenberg)	5 laps/driveshaft

Lap Leaders: Tom Alley laps 56-65
Bob Burman laps 1-15
Willie Knipper laps 73-88
Eddie Rickenbacker laps 89-150
Spencer Wishart laps 16-55,66-72

Relief Drivers

12	Ralph Mulford	Duesenberg	drove laps 78-150

Non-Qualifiers

17	Jack LeCain	Chevrolet	too slow
18	Ely Callouette	Moon	too slow
19	George Jessup	Chevrolet	too slow

N.B. - Non-qualifiers didn't reach minimum speed of 70 mph.
There was a dispute over positions 3-5, and drivers agreed to pool prize money and divide the total equally.

Galveston

30th July 1914 - 50 miles (5.0 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1			Ralph Mulford	Peugeot	0:39:44, 75.50 mph
2			Tom Alley	Duesenberg	0:39:48
3			Eddie Rickenbacker	Duesenberg	0:43:00
4			Charles Keene	Keene-Wisconsin	Flagged (Beaver Bullet)
5			Joe Horan	National	Flagged
6			T.Jones	Mercer	Flagged
7			George Jessup	Stutz-Wisconsin	Flagged (Chevrolet)
8			Billy Chandler	Duesenberg	Flagged (Braender Bulldog)
9			Fred Melaun	Studebaker	Out
10			G.Melaun	Buick	Out
11			Thomas Kincaid	National	Out
12			G.Tippins	Mercer	Out
13			W.Clark	Pope-Hartford	Out
14			George Clark	Texas	Out

N.B. - Course might have been 2.5 miles long.

Galveston

1st August 1914 - 50 miles (5.0 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1			Ralph Mulford	Peugeot	0:50:02.8, 59.94 mph
2			Eddie Rickenbacker	Duesenberg	0:50:03.4
3			Tom Alley	Duesenberg	0:50:08.4
4			Thomas Kincaid	National	Flagged
5			George Clark	Texas	Flagged
6			Jack LeCain	Stutz-Wisconsin	Flagged
7			Fred Melaun	Studebaker	Out
8			J.Olenbush	Mercer	Out
9			Charles Keene	Keene-Wisconsin	Out (Beaver Bullet)
10			Jack Matthews	Mercer	Out
11			Joe Horan	National	Out

Galveston

3rd August 1914 - 50 miles (5.0 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1			Ralph Mulford	Peugeot	0:47:29.6, 63.16 mph
2			Tom Alley	Duesenberg	0:50:28.8
3			Jack LeCain	Stutz-Wisconsin	Out
4			Thomas Kincaid	National	Out
5			Joe Horan	National	Out
6			J.Olenbush	Mercer	Out
7			Fred Melaun	Studebaker	Out
8			Eddie Rickenbacker	Duesenberg	Out

Chicago Auto Club Trophy

21st August 1914 - Elgin: 301.32 miles (8.37 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	10	5	Ralph DePalma	Mercedes	4:05:01.4, 73.78 mph

2	22	14	Gil Anderson	Stutz-Wisconsin	4:05:45.2
3	6	12	Ralph Mulford	Peugeot	4:08:16.6
4	11	6	Barney Oldfield	Stutz-Wisconsin	4:15:23.0
5	31	20	Billy Chandler	Duesenberg Braender Bulldog	4:28:26.0
6	30	19	Louis Heinemann	Marmon	4:33:18.0
7	1	1	Frank Dearborn	Stutz-Wisconsin	4:37:27.2
8	27	17	Howard Wilcox	Pope-Hartford Gray Fox	35 laps/flagged
9	17	10	W.J.Shrunk	White	27 laps/flagged
10	19	11	Spencer Wishart	Mercer	27 laps/fuel tank leak
11	21	13	Mortimer Roberts	Robinson-Wisconsin Tahis	24 laps/engine
12	26	16	Otto Henning	Mercer	21 laps/engine
13	24	15	William Carlson	Maxwell	13 laps/engine
14	12	7	Tom Alley	Duesenberg	13 laps/transmission
15	29	18	Gaston Morris	Sunbeam	11 laps/magneto
16	8	3	Eddie Pullen	Mercer	10 laps/transmission
17	4	2	Ted Tetzlaff	Maxwell	8 laps/axle
18	14	8	Harry Grant	Sunbeam	2 laps/oil tank
19	9	4	Eddie Rickenbacker	Duesenberg	2 laps/broken gear-lever
20	15	9	William Tidmarsh	Great Western	0 laps/con-rod

Lap Leaders:	Ralph Mulford	lap 1
	Spencer Wishart	laps 2-25
	Gil Anderson	laps 26-30
	Ralph DePalma	laps 31-36

Non-Qualifiers

6	Bob Burman	Peugeot	broken cylinder in practice
7	Mel Stringer	Marmon	practice accident

Elgin National Trophy

22nd August 1914 - Elgin: 301.32 miles (8.37 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	10	8	Ralph DePalma	Mercedes	4:06:18, 73.53 mph
2	8	6	Eddie Pullen	Mercer	4:07:28
3	11	9	Barney Oldfield	Stutz-Wisconsin	4:24:02
4	39	25	Gaston Morris	Sunbeam	4:31:09
5	5	4	Eddie Hearne	Burman-Wisconsin	4:35:47
6	6	5	Bob Burman	Peugeot	34 laps/engine
7	12	10	Tom Alley	Duesenberg	34 laps/drive shaft
8	23	19	William Carlson	Maxwell	33 laps/flagged
9	26	22	Otto Henning	Mercer	32 laps/flagged
10	14	11	Harry Grant	Sunbeam	23 laps/engine
11	1	1	Frank Dearborn	Stutz-Wisconsin	23 laps/engine
12	27	23	Howard Wilcox	Pope-Hartford Gray Fox	23 laps/engine
13	30	26	Louis Heinemann	Marmon	21 laps/brake trouble
14	22	18	Gil Anderson	Stutz-Wisconsin	20 laps/radiator leak
15	19	16	Spencer Wishart	Mercer	14 laps/fatal accident
16	4	3	Ted Tetzlaff	Maxwell	11 laps/engine
17	2	2	Louis Fontaine	Lozier	10 laps/broken wheel
18	31	27	Billy Chandler	Duesenberg Braender Bulldog	8 laps/car on fire
19	28	24	J.C.Hoskins	Chadwick	8 laps/engine
20	9	7	Eddie Rickenbacker	Duesenberg	7 laps/engine
21	24	20	Tom Orr	Maxwell	6 laps/engine
22	21	17	Mortimer Roberts	Robinson-Wisconsin Tahis	5 laps/engine
23	18	15	Wilbur D'Alene	Marmon	4 laps/hit tree/frame
24	25	21	Ely Callouette	White	3 laps/engine
25	17	14	Charles Luttrell	White	2 laps/radiator
26	16	13	Fritz Walker	Rae	1 lap/clutch
27	15	12	William Tidmarsh	Great Western	0 laps/con-rod
28	32	28	Jack Callaghan	Keeton-Wisconsin	0 laps/brakes*

Lap Leaders:	Spencer Wishart	laps 1-14
	Bob Burman	laps 15-19
	Tom Alley	laps 20-21
	Eddie Rickenbacker	laps 22-33
	Ralph DePalma	laps 33-36

Relief Drivers

12	Eddie Rickenbacker	Duesenberg	Relieved for laps 22-33

Did Not Appear

3	E.O'Donell	Duesenberg

*N.B. - Spencer Wishart fatally injured - his mechanician, John C.Jenter, survived. * - was also black flagged.*

Kalamazoo Fairgrounds, MI

26th September 1914 - 100 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	6		Bob Burman	Peugeot	1:34:29.4, 63.350 mph
2	3		Eddie O'Donnell	Duesenberg	1:35:32.6
3	16	3	Al Newhouse	Delage	1:50:45.6
4	9		Jack Callaghan	Keeton-Wisconsin	1:51:14.0
5	17		Wilbur D'Alene	Marmon	flagged
6		1	William Carlson	Maxwell	flagged
7			Tom Alley	Duesenberg	flagged
8			Grover Bergdoll	Benz (Erwin)	flagged
9			Cap Kennedy	Cornelian	73 laps/flagged
10			William Tidmarsh	Great Western	47 laps/engine
11	10	2	Ralph DePalma	Mercedes	30 laps/eye injury
12			Erwin Bergdoll	Benz	24 laps/intake valve

Lap Leaders:		
	Ralph DePalma	laps 1-35
	Eddie O'Donnell	laps 36-58
	Bob Burman	laps 59-100

N.B. - Class D, Free-Formula. Teddy Tetzlaff was injured in an accident before the race - both he and his mechanician Dominick Basso were hospitalised and were unable to compete.

Galesburg Fairgrounds, IL

22nd October 1914 - 100 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	3		Ralph Mulford	Duesenberg	1:32:56.0, 64.562 mph
2	6		Bob Burman	Peugeot	1:33:10.0
3	12		Tom Alley	Duesenberg	1:33:38.5
4	10		Eddie O'Donnell	Duesenberg	1:37.33.0
5	9		Jack Callaghan	Keeton-Wisconsin	1:37:41.0
6	11		William Tidmarsh	Great Western	83 laps/flagged
7	4		Ralph DePalma	Mercedes	70 laps/clogged fuel line
8	5		Jack Gable	Burman-Wisconsin	35 laps/accident
9	1		Ken Rawlings	Mercer	17 laps/crankcase
10	8		Lee Gunning	Fiat	6 laps/out

Lap Leaders:		
	Ralph DePalma	laps 1-20
	Bob Burman	laps 21-99
	Ralph Mulford	lap 100

N.B. - Burman ran out of fuel on the last lap and coasted to the finish.
Race scheduled for 14th October, but postponed due to rain.

Hamline, MI

24th October 1914 - 100 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	12		Tom Alley	Duesenberg	1:31:30.0, 65.573 mph
2	3		Ralph Mulford	Duesenberg	1:32:34.2
3	10		Eddie O'Donnell	Duesenberg	1:33:32.2
4	4		Ralph DePalma	Mercedes	flagged
5	6		Bob Burman	Peugeot	water pump
6	9		Jack Callaghan	Keeton-Wisconsin	out
7	11		William Tidmarsh	Great Western	out

Lap Leaders:		
	Tom Alley	laps 10-37,60-100
	Bob Burman	laps 1-9,38-59

Corona, CA

26th November 1914 - 301.712 miles (2.768 miles x 109 laps)

FP	#	SP	Driver	Car	Time
1	4	7	Eddie Pullen	Mercer	3:26:02, 87.89 mph
2	14	1	Barney Oldfield	Maxwell	3:29:58
3	19	2	Eddie O'Donnell	Duesenberg	3:31:12
4	22	18	Ralph DePalma	Mercedes	3:31:51
5	5	10	Huntley Gordon	Mercer "Gordon Special"	3:48:29
6	17	8	William Carlson	Maxwell	3:51:10
7	12	14	Louis Nikrent	Mercer	3:55:10
8	16	6	Glover Ruckstell	Mercer	107 laps/out of fuel
9	8	13	Earl Cooper	Stutz-Wisconsin	106 laps/timing gear
10	18	15	Harry Babcock	Sunbeam	87 laps/steering gear
11	11	19	A.A.Cadwell	Marmon	63 laps/engine
12	10	12	Jack Callaghan	Duesenberg	58 laps/valve
13	9	5	Harry Grant	Sunbeam	40 laps/fire
14	3	9	Dave Lewis	Stutz-Wisconsin	39 laps/burnt bearing
15	7	3	Eddie Rickenbacker	Peugeot	37 laps/drive shaft
16	2	4	Art Klein	Stutz-Wisconsin	28 laps/cylinder
17	15	11	Guy Ball	Klein-King-Wisconsin	27 laps/con-rod
18	20	16	Tom Alley	Duesenberg	3 laps/clutch spring
19	1	17	Wilbur D'Alene	Marmon	1 lap/steering gear

Lap Leaders: Eddie Pullen laps 1-18, 75-80, 83-109
Harry Babcock laps 19-55
Earl Cooper laps 56-74, 81-82

Non-Qualifiers

6	Bob Burman	Peugeot	con-rod

N.B. - Cars started four abreast.

1915 AAA National Championship Trail

San Diego Exposition Road Race

9th January 1915 - San Diego: 305.082 miles (5.982 miles x 51 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz	4:40:10.8, 65.333 mph
2	17		William Carlson	Maxwell	4:41:47.0
3	2		Tom Alley	Duesenberg	4:51:55.6
4	4		Glover Ruckstell	Mercer	5:17:58.0
5	20		William Taylor	Alco	5:39:22.0
6	19		Eddie O'Donnell	Duesenberg	49 laps/flagged
7	9		Fred McCarthy	Peugeot	41 laps/con-rod
8	14		Barney Oldfield	Maxwell	37 laps/fire
9	16		A.T.Dickey	Carling	25 laps/con-rod
10	7		Eddie Rickenbacker	Peugeot	23 laps/con-rod
11	18		L.B.Shields	Shields	22 laps/ignition
12	12		Louis Nikrent	Mercer	14 laps/fuel line
13	3		Jack Gable	Robinson-Wisconsin Tahis	11 laps/wrist pin
14	11		A.A.Cadwell	Marmon	9 laps/cracked cylinder
15	6		Bob Burman	Peugeot	7 laps/con-rod
16	10		Jack Callaghan	Duesenberg	1 lap/accident
17	5		Huntley Gordon	Mercer "Gordon"	0 laps/accident
18	15		Art Klein	King-Case	0 laps/twisted pinion shaft

Lap Leaders:		
	Tom Alley	laps 1-18
	Eddie Rickenbacker	laps 19-23
	Earl Cooper	laps 24-51

Relief Drivers

11	Tony Jannette	Marmon	Relieved Cadwell for laps 7-9
19	Jack Callaghan	Duesenberg	Relieved O'Donnell for laps 41-49

Non-Qualifiers

1	Harry Grant	Sunbeam	broken frame

N.B. - For class D, free formula

Tropico Race

3rd February 1915 - Glendale: 101.018 miles (1.906 miles x 53 laps)

FP	#	SP	Driver	Car	Time
1	19		Eddie O'Donnell	Duesenberg	2:07:07, 47.68 mph
2	10		Jack Callaghan	Duesenberg	2:10:25
3	20		George Hill	Chevrolet	2:11:19
4	1		Guy Ball	Marmon	53 laps
5	9		William Taylor	Alco	53 laps
6	4		Gaston Morris	Renault	53 laps
7	11		A.A.Cadwell	Marmon	48 laps/water line
8	5		Huntley Gordon	Mercer "Gordon"	17 laps/lost brakes
9	6		Harry Reynolds	Isotta	12 laps/hit curb, bent axle
10	12		Frank Elliott	Ford	10 laps/out
11	2		Tom Alley	Duesenberg	0 laps/bent axle

N.B. - For class D, free formula

Ascot

7th February 1915 - 100 miles (1.00 mile x 100 laps)

FP	#	SP	Driver	Car	Time
1	19		Eddie O'Donnell	Duesenberg	1:41:15.4, 59.255 mph
2	2		Tom Alley	Duesenberg	1:41:31.0
3	11		A.A.Cadwell	Marmon	92 laps/flagged
4	9		William Taylor	Alco	88 laps/flagged
5	6		George Babcock	Isotta	72 laps/radiator leak

6	1	Wilbur D'Alene	Marmon	54 laps/burnt bearing
7	10	Jack Callaghan	Duesenberg	14 laps/accident
8	12	Frank Elliott	Ford	10 laps/out

N.B. - For class D, free formula. Callaghan died from his injuries on the 8th February. He had crashed through the fence, which tore a hole in his chest - his mechanician, Victor Wells, was not injured, and he grabbed the steering wheel and brought the car to a halt.

Vanderbilt Cup

6th March 1915 - San Francisco: 300.685 miles (3.905 miles x 77 laps)

FP	#	SP	Driver	Car	Time
1	9	9	Dario Resta	Peugeot	4:27:37.65, 66.443 mph
2	26	23	Howard Wilcox	Stutz	4:34:36.93
3	4	4	Eddie Pullen	Mercer	4:35:37.70
4	22	21	Ralph DePalma	Mercedes	4:39:07.26
5	32	28	William Carlson	Maxwell	4:44:12.38
6	15	14	Claude Newhouse	Delage	4:45:38.88
7	1	1	Barney Oldfield	Maxwell	4:52:47.88
8	12	12	Louis Disbrow	Simplex Zip	4:53:37.30
9	28	25	Hughie Hughes	Fiat Pope-Hartford"Ono"	76 laps/flagged
10	16	15	Art Klein	King-Case	76 laps/flagged
11	21	20	Eddie Hearne	Case	76 laps/flagged
12	31	27	Tom McKelvey	Overland	76 laps/flagged
13	5	5	Gil Anderson	Stutz	73 laps/flagged
14	6	6	Glover Ruckstell	Mercer	72 laps/axle
15	11	11	Lou Gandy	Edwards	69 laps/flagged
16	19	18	Eddie O'Donnell	Duesenberg	54 laps/accident
17	8	8	Harry Grant	Stutz	53 laps/water in petrol
18	51	31	Huntley Gordon	Mercer Gordon Special	51 laps/engine
19	30	26	Bob Burman	Case	44 laps/accident
20	2	2	Tom Alley	Duesenberg	41 laps/out
21	7	7	Cap Kennedy	Edwards	40 laps/lost wheel
22	3	3	Jack Gable	Robinson-Wisconsin Tahis	33 laps/cracked cylinder
23	24	22	Jim Parsons	Stutz Parsons Special	32 laps/engine
24	34	30	T.A.Tomasini	Tomasini	29 laps/DSQ/poor driving
25	14	13	Caleb Bragg	Californian Mercer	24 laps/crankshaft
26	27	24	John Marquis	Bugatti	16 laps/spring
27	33	29	Harold Hall	Hercules	14 laps/engine
28	17	16	Eddie Rickenbacker	Maxwell	7 laps/engine
29	18	17	Jack LeCain	Chevrolet	7 laps/piston
30	20	19	Cliff Durant	Chevrolet Stutz	7 laps/stripped gears
31	10	10	Louis Nikrent	Mercer	3 laps/engine

Lap Leaders:	Tom Alley	laps 1-20
	Dario Resta	laps 21-75

N.B. - Class E, for engines of up to 600 cubic inches.

Venice Speedway, CA

17th March 1915 - 301.185 miles (3.105 miles x 97 laps)

FP	#	SP	Driver	Car	Time
1	1	12	Barney Oldfield	Maxwell	4:24:02.4, 68.438 mph
2	14	14	William Carlson	Maxwell	4:24:43.6
3	11	3	Glover Ruckstell	Mercer	4:27:43.6
4	5	9	John Marquis	Bugatti	4:31:39.6
5	20	15	Eddie Hearne	Case	4:44:51.6
6	9	1	Cliff Durant	Chevrolet Stutz	96 laps/flagged
7	6	4	Louis Disbrow	Simplex Zip	90 laps/flagged
8	7	11	Dave Lewis	Stutz	86 laps/crankshaft
9	22	10	Jim Parsons	Stutz Parsons Special	67 laps/engine
10	12	2	Eddie Rickenbacker	Maxwell	51 laps/oil line
11	2	6	U.L.McCroskey	Chalmers	50 laps/crankcase
12	19	5	Art Klein	King-Case "Puente Pronto"	43 laps/driveshaft
13	8	13	Harry Grant	Stutz	25 laps/radiator leak
14	16	8	Claude Newhouse	Delage	20 laps/con-rod
15	10	7	Jack LeCain	Chevrolet	18 laps/con-rod
16	15	17	A.A.Cadwell	Neiswender	10 laps/engine
17	17	16	Gaston Morris	National	3 laps/engine
18	4	18	Eddie Pullen	Mercer	1 lap/stripped gears

Lap Leaders:	Eddie Rickenbacker	laps 1-51
	Glover Ruckstell	laps 52-81
	Dave Lewis	laps 82-95
	Barney Oldfield	laps 96-97

Non-Qualifiers

	Louis Nikrent	Californian Mercer	Disallowed
3	Harold Hall	Hercules	Did not start
18	Orville Jones	Napier	Did not start
18	Hughie Hughes	Fiat Pope-Hartford"Ono"	Disallowed
21	Bill Aldridge	Simplex	Did not start

Marquis struck J.N.Ortiz, a spectator, during the race, severing his left leg.

Tucson, AZ

20th March 1915 - 103.152 miles (4.298 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	3		Barney Oldfield	Maxwell	1:31:59, 67.285 mph
2	9		William Carlson	Maxwell	1:33:35
3	5		Ralph Delno	Moon	1:45:39
4	11		Eddie Rickenbacker	Maxwell	1:51:59
5	8		Tom Brewer	Marmon	1:53:18
6	2		Hubbell	Mercer	19 laps/flagged
7	7		Charles Miller	Mitchell	17 laps/flagged
8	1		George Clark	Stutz	4 laps/out
9	5		I.J.Williams	Mitchell	2 laps/out

Non-Qualifiers

10	J.O.Maxwell	Fiat	Did not start
12	J.J.Garfield	Buda-Elmore	Did not start

Southwest Sweepstakes

29th April 1915 - Oklahoma City: 199.532 miles (2.404 miles x 83 laps)

FP	#	SP	Driver	Car	Time
1	6		Bob Burman	Peugeot	2:56:00.6, 68.018 mph
2	7		Dave Lewis	Stutz	2:57:25.2
3	4		John Raimey	Case	3:05:41.0
4	5		Eddie Hearne	Case	3:08:02.0
5	3		Louis Disbrow	Simplex Zip	78 laps/flagged
6	10		Albert Striegel	Stafford	78 laps/flagged
7	1		Barney Oldfield	Maxwell	68 laps/flagged
8	9		George Clark	Mercedes	62 laps/fire
9	2		William Carlson	Maxwell	52 laps/oil line
10	8		Earl Cooper	Stutz	28 laps/accident
11	11		A.F.Scott	Tulsa	1 lap/accident/hit tree

Lap Leaders:	Bob Burman	laps 71-83
	Dave Lewis	laps 29-70
	William Carlson	laps 5-28
	John Raimey	laps 1- 4

Non-Qualifiers

4	F.Crum	Buick	DSQ - technical

Race was delayed from the 22nd April due to rain.

Indianapolis 500 Mile Sweepstakes

31st May 1915 - Indianapolis: 500 miles (2.500 miles x 200 laps)

FP	#	SP	Driver	Car	Time	Prize	Qual Speed
1	2	2	Ralph DePalma	Mercedes	5:33:55.51 89.840mph	$22,600	98.58
2	3	3	Dario Resta	Peugeot	5:37:24.94	$10,900	98.47
3	5	5	Gil Anderson	Stutz	5:42:27.58	$5,600	95.14
4	4	4	Earl Cooper	Stutz	5:46:19.36	$3,700	96.77

5	15	11	Eddie O'Donnell	Duesenberg	6:08:13.27	$3,000	88.93
6	8	7	Bob Burman	Peugeot	6:13:19.61	$2,200	92.40
7	1	1	Howard Wilcox	Stutz	6:14:19.73	$1,800	98.90
8	10	9	Tom Alley	Duesenberg	6:15:08.01	$1,600	90.00
9	19	16	William Carlson	Maxwell	6:19:55.90	$1,500	84.11
10	7	14	Noel Van Raalte	Sunbeam	6:35:23.43	$1,400	86.87
11	28	24	Willie Haupt	Emdem	7:04:01.7		80.36
12	14	10	Harry Grant	Sunbeam	184 laps/loose mud apron		89.29
13	21	17	Tom Orr	Maxwell	168 laps/rear axle bearing		83.55
14	6	6	Jean Porporato	Sunbeam	164 laps/frozen piston		94.74
15	18	15	Joe Cooper	Duesenberg "Sebring"	154 laps/accident on s/str.		85.55
16	22	18	Ralph Mulford	Duesenberg	124 laps/con-rod		82.72
17	12	12	George Babcock	Peugeot	117 laps/cylinder		89.46
18	9	8	Art Klein	Duesenberg "Kleinart"	111 laps/DSQ/smoking		90.45
19	23	19	Eddie Rickenbacker	Maxwell	103 laps/con-rod		81.97
20	27	23	Louis Chevrolet	Cornelian-Sterling	76 laps/valve		81.01
21	17	13	John DePalma	Delage	41 laps/flywheel		87.04
22	24	20	John Mais	Mais-Mercer	23 laps/DSQ/off course		81.97
23	26	22	George Hill	Bugatti	20 laps/water pump		81.52
24	25	21	Charles Cox	Cino-Mercer "Purcell"	12 laps/timing gear		81.52

Lap Leaders:	Ralph DePalma	laps 62-127,135-200
	Dario Resta	laps 1,33-61,128-134
	Gil Anderson	laps 7-32
	Howard Wilcox	laps 2-6

Relief Drivers

4	John Aitken	Stutz	Relieved Earl Cooper
5	John Aitken	Stutz	Relieved Gil Anderson
19	Hughie Hughes	Maxwell	Relieved William Carlson
22	Billy Chandler	Duesenberg	Relieved Ralph Mulford

Non-Qualifiers

7	Barney Oldfield	Sunbeam	Withdrew
	Jack LeCain	Peugeot	DSQ-too many Peugeots!
28	Grant Donaldson	Emdem	DSQ-inexperience
7	W.W.Brown	DuChesneau-Brown	Did not qualify
18	Erwin Bergdoll	Bergdoll	Did not qualify
19	Grover Bergdoll	Bergdoll	Did not qualify
20	Glover Ruckstell	Mercer	Did not qualify
21	Joe Nikrent	Mercer	Did not qualify
22	Barney Oldfield	Mercer	Did not qualify
22	Eddie Pullen	Mercer	Did not qualify
24	Willie Haupt	Bergdoll	Did not qualify
26	Hughie Hughes	Porter "F.R.P."	Did not qualify
27	Charles Keene	Porter "F.R.P."	Did not qualify
28	Neil Whalen	Porter "F.R.P."	Did not qualify
31	Carl Limberg	Sunbeam	Did not qualify
33	Bob Burman	Peugeot "Burman"	Did not qualify
34	Tom Orr	Mercer "Harroun"	Did not qualify
35	Ralph Mulford	Mulford-Duesenberg	Did not qualify
36	Edward McNay	Cino-Mercer	Did not qualify
40	Charles Shambaugh	Shambaugh-Buick	Did not qualify
41	James Hill	Bals	Did not qualify

John De Palma (brother of Ralph) and his mechanician Clarence Phillips narrowly escaped serious injury when their car somersaulted four times and crashed through a 12 inch concrete retaining wall during practice on the 23rd. Drizzling rain was falling, and the car skidded in the north turn, throwing both of the occupants from the vehicle.

Galesburg

9th June 1915 - 100 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	15		Eddie O'Donnell	Duesenberg	1:36:00.4, 62.496 mph
2	10		Tom Alley	Duesenberg	1:36:05.0
3	22		Billy Chandler	Duesenberg	1:39:30.6
4	2		Joe Cooper	Duesenberg "Sebring"	1:40:01.8
5	6		W.W.Brown	DuChesneau	1:46:22.8
6	4		Andy Burt	Stutz	99 laps/out
7	1		J.Doughty	Crown	98 laps/out
8	23		Tom Ball	Buick	Out
9	8		James Hill	Falcar	Out
10	24		John Mais	Mais-Mercer	Out

11	11	Swan Ostewig	Apperson	Out

Lap Leaders: Eddie O'Donnell laps 1-100

Non-Qualifiers

16	E.Mullen	Velie	Did not start

Chicago Speedway

26th June 1915 - 500 miles (2.00 miles x 250 laps)

FP	#	SP	Driver	Car	Time
1	1	1	Dario Resta	Peugeot	5:07:26.00, 97.582 mph
2	11		Jean Porporato	Sunbeam	5:10:50.44
3	7		Eddie Rickenbacker	Maxwell	5:11:05.22
4	4		Earl Cooper	Stutz	5:17:49.82
5	17		Harry Grant	Sunbeam	5:18:11.58
6	3		Gil Anderson	Stutz	5:20:09.86
7	12		Louis Chevrolet	Delage	5:23:05.67
8	9		Bob Burman	Peugeot	5:25:12.66
9	19		Tom Alley	Duesenberg	5:28:33.88
10	23		Joe Cooper	Duesenberg "Sebring"	5:32:10.42
11	22		George Babcock	Peugeot	5:39:19.28
12	10		Noel Van Raalte	Sunbeam	5:59:59.86
13	5		William Carlson	Maxwell	244 laps/flagged
14	27		Tom Orr	Maxwell	241 laps/flagged
15	30		Ralph Mulford	Mulford-Duesenberg	238 laps/flagged
16	21		Willie Haupt	Duesenberg	147 laps/clutch
17	15		Eddie O'Donnell	Duesenberg	140 laps/con-rod
18	31		Carl Limberg	Sunbeam	110 laps/con-rod
19	2		Howard Wilcox	Stutz	45 laps/piston
20	20		Otto Henning	Mercer	21 laps/fouled plugs
21	24		Billy Chandler	Duesenberg "Ogren"	12 laps/pinion housing

Lap Leaders: Jean Porporato laps 38-60
Dario Resta laps 1-16, 19-37, 61-250
Howard Wilcox laps 17-18

Relief Drivers

3	John Aitken	Stutz	Relieved Gil Anderson

Non-Qualifiers

Hughie Hughes	Porter F.R.P.	Did not start
Earl DeVore	Porter F.R.P.	Did not start
Charles Keene	Porter F.R.P.	Did not start
Ralph DePalma	Mercedes	Con-rod in practice
Barney Oldfield	Bugatti	Withdrew
W.W.Brown	Chalmers	Withdrew
John Mais	Mercer "Mais"	Withdrew

Cars started in five lines of four cars abreast - start positions were the same as car number.

Sioux City

3rd July 1915 - 300 miles (2.00 miles x 150 laps)

FP	#	SP	Driver	Car	Time
1	4		Eddie Rickenbacker	Maxwell	4:00:56.91, 74.705 mph
2	1		Eddie O'Donnell	Duesenberg	4:03:21.05
3	3		Tom Alley	Duesenberg	4:12:31.71
4	11		Billy Chandler	Duesenberg	4:33:21.30
5	6		Tom Orr	Maxwell	4:39:40.77
6	2		W.J.Shrunk	White	4:54:08.02
7	8		Grant Donaldson	Emden	146 laps/flagged
8	9		Joe Cooper	Duesenberg "Sebring"	145 laps/flagged
9	30		Ralph Mulford	Mulford-Duesenberg	101 laps/fire
10	7		W.W.Brown	DuChesneau	75 laps/piston
11	16		Charles Cox	Duesenberg "Ogren"	34 laps/fatal accident
12	14		Butler	National	30 laps/loose con-rod
13	18		A.F.Scott	Tulsa-Stutz "Anderson"	28 laps/fuel tank
14	22		Shea	Buick-Duesenberg "O'Connell"	13 laps/valve
15	17		Dario Resta	Peugeot	6 laps/oil line

Lap Leaders: Eddie Rickenbacker laps 1-56,58,63-150

N.B. - For cars with 450 ci maximum capacity.
Charles C.Cox, driving a car owned by Ken Rawlings, was fatally injured after being involved in an accident with Rickenbacker.

Montamarathon Trophy

4th July 1915 - Tacoma: 250 miles (2.00 miles x 125 laps)

FP	#	SP	Driver	Car	Time
1	11		Glover Ruckstell	Mercer	2:57:03.0, 84.722 mph
2	8		Earl Cooper	Stutz	2:58:05.0
3	4		Eddie Pullen	Mercer	2:58:55.0
4	9		Bob Burman	Peugeot "Burman"	3:08:44.4
5	1		Barney Oldfield	Peugeot	3:17:58.4
6	5		Frank Elliott	Mercer "Gordon"	117 laps/engine
7	2		George Hill	Stutz	91 laps/radiator
8	7		Dave Lewis	Stutz	78 laps/burnt bearing
9	17		William Carlson	Maxwell	56 laps/fatal accident
10	24		Rea Lentz	Romano-Curtis	43 laps/burnt bearing
11	22		Jim Parsons	Stutz "Parsons"	33 laps/camshaft
12	25		James Reynolds	Marmon	30 laps/engine
13	20		Ernest Schneider	Schneider	7 laps/piston

Non-Qualifiers

	15		Macbeth	Romano	Did not start
	21		H.D.Stratton	Mercer	Did not start

The Montamarathon Trophy was held for the first time on the newly constructed board oval at Tacoma, and was open to cars with a 450 cubic inch maximum capacity. The race was marred by the fatal accident of William Carlson, which also killed his mechanician Paul Franzen. Following the accident, the Maxwell team manager Ray Harroun retired the team, and the cars never raced again.

Potlach Trophy

5th July 1915 – Tacoma Speedway: 200 miles (2.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	4		Eddie Pullen	Mercer	2:21:14, 84.96 mph
2	8		Earl Cooper	Stutz	2:21:25
3	1		Barney Oldfield	Peugeot	2:31:41
4	11		Glover Ruckstell	Mercer	2:32:03
5	7		Dave Lewis	Stutz	65 laps/engine
6	5		Frank Elliott	Mercer "Gordon"	64 laps/slipping clutch
7	25		James Reynolds	Marmon	12 laps/con-rod
8	22		Jim Parsons	Stutz "Parsons"	8 laps/camshaft

Lap Leaders: Earl Cooper laps 1-27
Eddie Pullen laps 28-100

Omaha Speedway

5th July 1915 - 300 miles (1.25 miles x 240 laps)

FP	#	SP	Driver	Car	Time
1	2		Eddie Rickenbacker	Maxwell	3:17:39.20, 91.068 mph
2	6	1	Eddie O'Donnell	Duesenberg	3:20:27.68
3	9		Tom Orr	Maxwell	3:40:17.25
4	8		Grant Donaldson	Emden	3:50:36.25
5	7		W.W.Brown	DuChesneau	4:50:02.10
6	12		Billy Chandler	Duesenberg	80 laps/cracked cylinder
7	11		Joe Cooper	Duesenberg "Sebring"	79 laps/con-rod
8	8		Tom Alley	Duesenberg	8 laps/con-rod

Lap Leaders: Eddie Rickenbacker laps 1-240

Brown had not filed an entry form, but was allowed to start after 100 miles had elapsed. He started at 1:09:21.57, and was flagged at the time shown above. There were 18 entries, although only 8 started.
Before the race, Tom Orr broke the world's record for 5 miles, completing the distance in three minutes flat.

Burlington Fairgrounds, IO

9th July 1915 - 100 miles (0.5 miles x 200 laps)

FP	#	SP	Driver	Car	Time
1	9		Bob Burman	Peugeot	2:07:29.66, 47.061 mph
2	12		Billy Chandler	Duesenberg	2:14:14.23
3	6		Eddie O'Donnell	Duesenberg	2:14:36.80
4	8		Tom Alley	Duesenberg	2:14:51.19
5	7		W.W.Brown	DuChesneau	199 laps/flagged
6	11		Joe Cooper	Duesenberg "Sebring"	98 laps/accident
7	10		Tom Ball	Buick	91 laps/out

Lap Leaders:		
	Eddie O'Donnell	laps 1-85
	Bob Burman	laps 86-200

Des Moines Speedway, IO

7th August 1915 - 300 miles (1.00 miles x 300 laps)

FP	#	SP	Driver	Car	Time
1	6		Ralph Mulford	Duesenberg	3:27:05.35, 86.919 mph
2	1		Ralph DePalma	Stutz	3:28:12.02
3	3		Eddie O'Donnell	Duesenberg	3:31:45.51
4	10		W.W.Brown	DuChesneau	4:26:22.18
5	16		Winfield Barndollar	Clergy	4:40:35.02
6	12		Pete Henderson	Duesenberg	5:01:43.25
7	8		W.J.Shrunk	White	5:09:34.15
8	7		Tom Alley	Duesenberg "Ogren"	5:10:13.08
9	14		A.F.Scott	Stutz	260 laps/out
10	4		Billy Chandler	Duesenberg	239 laps/accident
11	2		Joe Cooper	Duesenberg "Sebring"	39 laps/fatal accident
12			Bruno Lombardi	Duesenberg	8 laps/con-rod

Lap Leaders:		
	Joe Cooper	laps 1-2
	Ralph DePalma	laps 3-35,157-296
	Eddie O'Donnell	laps 36-95
	Ralph Mulford	laps 96-156,297-300

Non-Qualifiers			
	Bob Burman	Peugeot	DNS, rained out

The race was open to cars with a maximum capacity of 300 cubic inches, and was the first National Championship Trail race to be held on this board oval. As at the Tacoma board oval, the race was marred by fatal accidents. Billy Chandler's accident, although not fatal to the driver, resulted in the death of his riding mechanic, Morris Kessler. Joe Cooper's accident was caused by a blown tyre, and the car flipped over the fourth turn wall. A.F.Scott crashed while trying to avoid hitting Cooper.

Challenge Cup Match Race

7th August 1915 – Chicago Speedway: 100 miles (2.00 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	1	2	Dario Resta	Peugeot	0:58:54.2, 101.862 mph
2	8	3	Earl Cooper	Stutz	0:59:39.4
3	9	4	Bob Burman	Peugeot	1:01:22.4
4		1	Barney Oldfield	Delage	46 laps/flagged

Lap Leaders:		
	Bob Burman	laps 1-4
	Dario Resta	laps 5-50

N.B. - The race was a match race for Class E, for engines of up to 600 cubic inches. Burman made seven tyre changes.

Chicago Auto Club Trophy

20th August 1915 - Elgin: 300.456 miles (8.346 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz	4:01:32, 74.979 mph
2	6		Gil Anderson	Stutz	4:05:04
3	11		Barney Oldfield	Delage	4:09:55
4	10		Tom Alley	Duesenberg "Ogren"	4:14:29
5	7		Eddie O'Donnell	Duesenberg	4:15:40
6	3		W.W.Brown	DuChesneau	25 laps/con-rod
7	5		Pete Henderson	Duesenberg	22 laps/out
8	4		Ralph DePalma	Mercedes	21 laps/rocker arm
9	2		Frank Justin	Cornelian	11 laps/water line

Fastest Lap: Cooper, 6:26 (78.21 mph) on lap 16

Lap Leaders:		
	Ralph DePalma	laps 1-4
	Earl Cooper	laps 5-19
	Gil Anderson	laps 20-25
	Earl Cooper	laps 26-36

N.B. - For cars up to 300 cubic inches.

Elgin National Trophy

21st August 1915 - Elgin: 300.456 miles (8.346 miles x 36 laps)

FP	#	SP	Driver	Car	Time
1	6		Gil Anderson	Stutz	3:54:25.87, 77.256 mph
2	8		Earl Cooper	Stutz	3:57:29.46
3	7		Eddie O'Donnell	Duesenberg	3:59:01.80
4	4		Ralph DePalma	Mercedes	3:59:16.85
5	11		Barney Oldfield	Delage	31 laps/flagged
6	17		Otto Henning	Mercer	31 laps/flagged
7	12		Billy Chandler	Duesenberg	27 laps/flagged
8	3		W.W.Brown	DuChesneau	27 laps/flagged
9	5		Pete Henderson	Duesenberg	18 laps/timing gear
10	16		Andy Burt	Stutz	13 laps/sticking valve
11	14		Fred Robillard	Lozier	10 laps/disqualified
12	18		George Buzane	DeDietrich	1 lap/crankshaft

Fastest Lap: DePalma, 6:15.85 (80.50 mph) on lap 36

Lap Leaders:		
	Earl Cooper	laps 1-12
	Gil Anderson	laps 13-36

N.B. - For cars up to 450 cubic inches.

Kalamazoo Fairgrounds, MI

28th August 1915 - 100 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	1		Ralph DePalma	Stutz	1:33:31.40, 64.155 mph
2	9		Bob Burman	Peugeot	1:36:42.25
3	12		Billy Chandler	Duesenberg	1:38:10.00
4	11		Patrick	Mercer	95 laps/flagged
5	5		Tom Ball	Buick	91 laps/flagged
6	22		Valdez	Buick	83 laps/out
7	3		Klein	Cornelian	33 laps/accident
8	2		Rathburn	Burman	30 laps/out
9	8		Hursh	Buick	24 laps/out
10	18		George Buzane	DeDietrich	16 laps/out
11	7		Hale	Buick	15 laps/out
12	6		Andy Burt	Stutz	9 laps/out

Lap Leaders:		
	Dario Resta	laps 1-7
	Bob Burman	laps 8-16, 20-26
	Ralph DePalma	laps 17-19,27-100

N.B. - Free-for-all class. Klein went through the fence during his accident.

Twin City Motor Speedway, MI

4th September 1915 - 500 miles (2.00 miles x 250 laps)

FP	#	SP	Driver	Car	Time
1	3		Earl Cooper	Stutz	5:47:24.30, 86.354 mph
2	2		Gil Anderson	Stutz	5:47:24.53
3	7		Eddie O'Donnell	Duesenberg	6:20:25.35
4	6		Tom Alley	Duesenberg "Ogren"	6:24:44.55
5	8		Ora Haibe	Duesenberg "Sebring"	6:38:47.00
6	12		Willie Haupt	Duesenberg	6:45:18.53
7	15		Billy Chandler	Duesenberg	230 laps/flagged
8	14		Barney Oldfield	Delage	205 laps/flagged
9	4		Ralph DePalma	Mercedes	95 laps/oil in magneto
10	16		W.W.Brown	DuChesneau	93 laps/engine
11	11		Ralph Mulford	Duesenberg	60 laps/broken frame
12	1	1	Dario Resta	Peugeot	51 laps/oil pump
13	9		Otto Henning	Mercer	33 laps/out
14	5		Bob Burman	Peugeot	16 laps/con-rod

Lap Leaders:		
	Gil Anderson	laps 40,46-59,70-179,200-239
	Bob Burman	laps 4-16
	Earl Cooper	laps 17-31,34-35,60-69,180-199,240-250
	Dario Resta	laps 1-3,32-33,36-39,41-45

Relief Drivers

2	Tom Rooney	Stutz	Relieved Anderson
3	John Aitken	Stutz	Relieved Cooper laps 88-146
12	Pete Henderson	Duesenberg	Relieved Haupt

N.B. - For cars up to 300 cubic inches.

Narragansett Park, RI

18th September 1915 - 100 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	1		Eddie Rickenbacker	Maxwell	1:29:24.75, 60.354 mph
2	2		Bob Burman	Peugeot	1:31:24.55
3	7		Willie Haupt	Duesenberg	1:31:24.25
4	5		Ralph DePalma	Stutz	1:31:42.70
5	3		Pete Henderson	Duesenberg	1:32:25.35
6	11		Jim Meyer	National	1:33:42.50
7	4		Ira Vail	Mulford-Duesenberg	1:35:26.25
8	8		John Marquis	Bugatti	1:36:50.40
9	13		Harry Grant	Sunbeam	94 laps/flagged
10	12		Grover Bergdoll	Stricker "Erwin"	87 laps/flagged
11	9		Joe Dickenson	Stutz	75 laps/front axle
12	6		Jack LeCain	Duesenberg "Pugh"	16 laps/crankshaft
13	14		Eddie O'Donnell	Duesenberg	5 laps/out

Lap Leaders:		
	Eddie Rickenbacker	laps 1-36,77-100
	Ralph DePalma	laps 37-44,64-76
	Bob Burman	laps 45-63

Relief Drivers

8	Joe Cleary	Bugatti	Relieved Marquis

Non-Qualifiers

10	Walter Jones	Peugeot	DNS, excused

Astor Cup, NY

9th October 1915 - Sheepshead Bay: 350 miles (2.00 miles x 175 laps)

FP	#	SP	Driver	Car	Time
1	5	5	Gil Anderson	Stutz	3:24:42, 102.59 mph
2	7	6	Tom Rooney	Stutz	3:25:39

3	9	10	Eddie O'Donnell	Duesenberg	3:39:55
4	22	20	Tom Alley	Duesenberg "Ogren"	3:47:03
5	16	17	Pete Henderson	Duesenberg	3:47:26
6	19	19	Carl Limberg	Delage	4:09:23
7	4	4	Bob Burman	Peugeot	173 laps/transmission
8	14	13	Ora Haibe	Duesenberg "Sebring"	4:11:53, 149 laps/flagged
9	11	11	Ira Vail	Mulford-Duesenberg	4:10:41, 137 laps/flagged
10	15	14	Willie Haupt	Duesenberg	127 laps/disqualified
11	2	2	John Aitken	Peugeot	121 laps/water jacket
12	20	16	Ralph DePalma	Stutz	105 laps/frozen piston
13	12	12	Jack LeCain	Duesenberg "Pugh"	78 laps/clutch
14	10	8	Eddie Rickenbacker	Maxwell	55 laps/burnt bearing
15	1	1	Dario Resta	Peugeot	51 laps/con-rod
16	6	7	Howard Wilcox	Peugeot	37 laps/engine
17	17	18	Eddie Pullen	Maxwell	28 laps/con-rod
18	8	9	Earl Cooper	Stutz	23 laps/valve
19	18	15	Ralph Mulford	Peugeot	7 laps/con-rod
20	3	3	Barney Oldfield	Delage	6 laps/con-rod

Lap Leaders:	Dario Resta	laps 1-28,50-51
	Tom Rooney	laps 29-49
	Gil Anderson	laps 52-92,148-175
	John Aitken	laps 93-120
	Bob Burman	laps 121-147

Non-Qualifiers

	Earl DeVore	Peugeot	Did not start
	Harry Grant	Maxwell	Fatal practice accident
	Jack Peacock	Peugeot	Did not qualify
	Ralph DePalma	Mercedes	Did not qualify
	Harry Grant	Sunbeam	Did not qualify
	Eddie Pullen	Mercer	Did not qualify
	Glover Ruckstell	Mercer	Did not qualify
	Hughie Hughes	Porter F.R.P.	Did not qualify
	Gene Stecker	Mercedes	Did not qualify
10	Tom Orr	Maxwell	Car driven by Rickenbacker
21	Jean Porporato	Porter F.R.P.	Did not qualify
23	Grover Bergdoll	Mercedes	Did not qualify

N.B. - For cars up to 300 cubic inch capacity. Had been scheduled for the 2nd October, but was delayed due to rain, which allowed extra drivers to qualify after the 2nd.
Grant was badly burned on the 27th September during elimination trials - his car caught fire while travelling at 100 mph, and although it was brought to a halt and both Grant and his mechanician jumped out, Grant was badly injured - the mechanician escaped with slight burns.

Harkness Gold Medal Race

2nd November 1915- Sheepshead Bay: 100 miles (2.00 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	1	2	Dario Resta	Peugeot	0:56:55.71, 105.395 mph
2	5	5	Bob Burman	Peugeot	0:58:33.90
3	10	4	Eddie Rickenbacker	Maxwell	1:00:59.00
4	18	6	Ralph Mulford	Peugeot	46 laps/oil line
5	4	1	Ralph DePalma	Mercedes	20 laps/con-rod
6	6	3	John Aitken	Peugeot	6 laps/con-rod

Lap Leaders:	John Aitken	laps 1-6
	Ralph Mulford	laps 7-46
	Dario Resta	laps 47-50

N.B. - An invitational race.

Arizona State Fairgrounds

20th November 1915- Phoenix: 110.000 miles (1.009 miles x 109 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz	1:42:30.0, 64.39 mph
2	2		Jim Parsons	Stutz "Parsons"	1:42:00.0, 108 laps
3	5		Eddie Waterman	Overland	1:41:31.0, 103 laps
4	14		Ora Haibe	Duesenberg "Sebring"	1:42:20.6, 102 laps
5	35		Sterling Price	Apperson	1:41:22.6, 100 laps

6	11	Cliff Durant	Stutz "Durant"	97 laps/flagged
7	1	William Bolden	Duesenberg	93 laps/flagged
8	9	C.E.Wood	Stutz	92 laps/flagged
9	3	Carl Reeves	National	86 laps/flagged
10	13	Ralph Delno	National	52 laps/rolled over
11	10	A.J.Poland	Henderson	5 laps/out
12	8	Barney Oldfield	Fiat	con-rod

Lap Leaders: Earl Cooper laps 45-59,62-109
Jim Parsons laps 60-61
Eddie Waterman laps 1-44

Non-Qualifiers

	4	Walter Smith	Fiat	DNS, broken rear end

Panama-Pacific Exposition Course, CA

25th November 1915- San Francisco: 103.923 miles (3.849 miles x 27 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz	1:48:37.6, 57.400 mph
2	3		Barney Oldfield	Delage	1:48:39.2
3	11		Cliff Durant	Stutz "Durant"	1:49:00.4
4	1		Ted Tetzlaff	Duesenberg "Gandy"	26 laps/out

Although there was no official championship this year, "The Horseless Age" magazine's racing review of the year gave Earl Cooper as the champion driver of the year. It used the Mason point system of scoring, which gave 10 points for a first, 6 for second, 4 for third, 3 for fourth, 2 for fifth, 1 for sixth, 7/8 for seventh, ¾ for eighth, 5/8 for ninth and ½ for tenth. Cooper was credited with 51 pts, Gil Anderson and Eddie O'Donnell had 38 pts. Anderson was awarded second on the basis of more wins. The Horseless Age winner matches that given by Haresnipe.

1916 AAA National Championship Trail

Championship Result

Ps	Driver	Points
1	Dario Resta	4100
2	John Aitken	3440
3	Eddie Rickenbacker	2910
4	Ralph DePalma	1790
5	Earl Cooper	1405
6	Wilbur D'Alene	1120
7	Tom Milton	690
8	Pete Henderson	667
9	Frank Galvin	645
10	Ralph Mulford	620
11	Howard Wilcox	618
12	Josef Christiaens	540
13	Dave Lewis	500
14	Ira Vail	450
15	Jules DeVigne	350
16	Hughie Hughes	275
17	A.H.Patterson	270
=	Clyde Rhoades	270
19	Eddie Pullen	260
20	William Weightman	240
21	George Buzane	210
22	Eddie O'Donnell	185
23	Charles Devlin	140
24	Art Klein	125
25	Jack LeCain	120
26	Glover Ruckstell	100
27	Earl DeVore	80
=	Barney Oldfield	80
29	Omar Toft	75
30	Ora Haibe	60
31	George Adams	55
=	Mel Stringer	55
33	Jack Gable	45
34	Billy Chandler	40
35	Mel Sorenson	35
=	Bert Watson	35
37	James Benedict	30
=	Art Johnson	30
39	Andy Burt	25
=	Fred McCarthy	25
41	William Muller	20

Metropolitan Trophy

13th May 1916 - Sheepshead Bay, NY: 150 miles (2.00 miles x 75 laps)

FP	#	SP	Driver	Car	Time	Pts
1	11	5	Eddie Rickenbacker	Maxwell	1:33:31, 96.239mph	600
2	7	3	Jules DeVigne	Delage	1:35:11	320
3	21		Ira Vail	Hudson	1:38:44	170
4	14		Charles Devlin	Duesenberg	1:43:03	90
5	17		George Adams	Adams-Duesenberg	1:51:00	55
6	4		Bert Watson	JJR Richard-Duesenberg	70 laps/flagged	35
7	19		Dario Resta	Peugeot	58 laps/engine	
8	12		Aldo Franchi	Pusun Peugeot-Sunbeam	25 laps/out	
9	6		Carl Limberg	Delage	14 laps/fatal accident	
10	9		Ralph Mulford	Peugeot	8 laps/piston	

Lap Leaders:		
	Carl Limberg	laps 1-14
	Dario Resta	laps 15-58
	Eddie Rickenbacker	laps 59-75

N.B. - Limberg and his mechanician Roxie Pallotti were both fatally injured.

Indianapolis, IL

30th May 1916 - 300 miles (2.500 miles x 120 laps)

FP	#	SP	Driver	Car	Time	Pts	Qual Speed
1	17	4	Dario Resta	Peugeot	3:34:17, 84.00 mph	900	94.40mph
2	1	10	Wilbur D'Alene	Duesenberg	3:36:15	470	90.87
3	10	20	Ralph Mulford	Peugeot	3:37:56	240	91.09
4	14	14	Josef Christiaens	Sunbeam	3:46:36	130	86.08
5	15	5	Barney Oldfield	Delage	3:47.19	80	94.33
6	4	9	Pete Henderson	Maxwell	3:49.56	60	91.33
7	29	6	Howard Wilcox	Premier	3:54.51	40	93.81
8	26	17	Art Johnson	Crawford-Duesenberg	4:01.54	30	83.69
9	24	15	Billy Chandler	Crawford-Duesenberg	4:02.43	25	84.84
10	9	13	Ora Haibe	Ostewig-Wisconsin	4:03.10	20	87.08
11	12	19	Tom Alley	Duesenberg "Ogren"	4:04:47		82.04
12	8	21	Louis Chevrolet	Frontenac	82 laps/con-rod		87.69
13	28	3	Gil Anderson	Premier	75 laps/oil line		95.94
14	25	18	Dave Lewis	Crawford-Duesenberg	71 laps/loose fuel tank		83.12
15	18	1	John Aitken	Peugeot	69 laps/valve		96.69
16	21	12	Jules DeVigne	Delage	61 laps/accident NW		87.17
17	27	7	Tom Rooney	Premier	48 laps/accident SW		93.39
18	7	11	Arthur Chevrolet	Frontenac	35 laps/magneto		87.74
19	19	8	Charles Merz	Peugeot	25 laps/oil trouble		93.33
20	5	2	Eddie Rickenbacker	Maxwell	11 laps/steering knuckle		96.44
21	23	16	Aldo Franchi	Peugeot-Sunbeam "Peusun"	9 laps/intake manifold leak		84.12

Lap Leaders: Dario Resta laps 18-120
John Aitken laps 10-17
Eddie Rickenbacker laps 1-9

Relief Drivers

4	Eddie Rickenbacker	Maxwell	Relieved Henderson laps 52-120
22	Jack LeCain	Delage	Relieved DeVigne
24	Frank Elliott	Crawford-Duesenberg	Relieved William Chandler
29	Gil Anderson	Premier	Relieved Wilcox

Non-Qualifiers

6	Louis Chevrolet	Frontenac	crankshaft
8	Joe Boyer	Frontenac	car driven by Louis Chevrolet
22	Jack LeCain	Delage	crankshaft
8	Gaston Chevrolet	Frontenac	DNQ, too slow
2	Pete Henderson	Duesenberg	Did not arrive
3	Wilbur D'Alene	Duesenberg	Did not arrive

Prize Money: 1st, $10000. 2nd, $6000. 3rd, $3000. 4th, $2000. 5th, $1700.
6th, $1400. 7th, $1200. 8th, $1000. 9th, $900. 10th, $800.

Ralph De Palma entered the race in his Mercedes, but his entry was received two days late. The speedway rules stated that no car could start if not entered by the 1st May unless the written consent of all other drivers was obtained. Barney Oldfield refused, and stated that he would withdraw if any post-entries were admitted. Oldfield raced, De Palma didn't.

Chicago Speedway

11th June 1916 - 375 miles (2.50 miles x 150 laps)

FP	#	SP	Driver	Car	Time	Pts
1	21	3	Dario Resta	Peugeot	3:02:31.64, 98.615 mph	900
2	22	1	Ralph DePalma	Mercedes	3:04:25.37	470
3	29	4	Josef Christiaens	Sunbeam	3:07:55.48	240
4	8	8	Eddie O'Donnell	Duesenberg	3:08:30.46	130
5	16	9	Frank Galvin	Delage	3:10:23.45	80
6	24	17	Ira Vail	Hudson	3:10:30.65	50
7	18	10	Wilbur D'Alene	Duesenberg	3:13:02.85	40
8	4	7	Jack Gable	Burman-Peugeot	3:15:51.31	30
9	14	14	Fred McCarthy	Hudson	3:19:10.73	25
10	26	12	Dave Lewis	Crawford-Duesenberg	3:24:58.07	20
11	15	11	George Buzane	Duesenberg	3:32:04.10	
12	12	19	Art Johnson	Crawford-Duesenberg	145 laps/flagged	
13	28	15	Otto Henning	Duesenberg "Ogren"	123 laps/flagged	
14	5	5	Charles Thompson	Olson	107 laps/con-rod	
15	25	18	Art Klein	King-Duesenberg "Kleinart"	86 laps/out	
16	10	16	Ora Haibe	Ostewig-Stutz	69 laps/sticking valve	
17	19	20	Bert Watson	Richard-Duesenberg "JJR"	68 laps/con-rod	
18	7	2	Eddie Rickenbacker	Peugeot	61 laps/valve	
19	17	13	Ken Rawlings	Duesenberg "West Duluth"	48 laps/con-rod	

20	33	6	Barney Oldfield	Delage	9	laps/driveshaft
21	23	21	Tom Alley	King-Duesenberg "Kleinart"	5	laps/black flagged, smoking

Lap Leaders: Dario Resta laps 1-3,5-7,9-10,13-24,26-8,31-41,43-51,57,60-1,69, 80-1,87-91,98-107,142-5,148-150
Eddie O'Donnell lap 4
Wilbur D'Alene lap 8
Eddie Rickenbacker laps 11-12,25,29-30,42,52-56,58-59
Ralph DePalma laps 62-68,70-79,82-86,92-97,108-141,146-147

Non-Qualifiers

3	John Aitken	Peugeot	Did not start
7	Eddie Rickenbacker	Maxwell	Withdrew
11	Charles Merz	Peugeot	Did not start
32	Pete Henderson	Maxwell	Did not start
2	Mel Stringer	Duesenberg "Hoskins"	Did not qualify
6	Tom Milton	Duesenberg	Did not qualify
34	Gil Anderson	Premier	Did not start
35	Howard Wilcox	Premier	Did not start

On the 4th June, Barney Oldfield set a speed record for two miles on a speedway of 113 mph on the Chicago track.

Des Moines Speedway, IO

24th June 1916 - 150 miles (1.00 miles x 150 laps)

FP	#	SP	Driver	Car	Time	Pts
1	10	1	Ralph DePalma	Mercedes	1:36:36.23, 93.164mph	600
2	3		Pete Henderson	Maxwell	1:38:13.72	320
3	12		Eddie Rickenbacker	Maxwell	1:39:18.72	170
4	20		Dave Lewis	Crawford-Duesenberg	1:40:00.01	90
5	18		Earl Cooper	Stutz-Wisconsin	1:40:08.96	55
6	14		Ralph Mulford	Hudson	1:45:27.15	35
7	7		Frank Galvin	Sunbeam	1:46:44.40	20
8	15		Billy Chandler	Stutz-Wisconsin	141 laps/flagged	15
9	22		Eddie O'Donnell	Duesenberg	86 laps/steering	
10	3		Wilbur D'Alene	Duesenberg	29 laps/accident/wheel	
11			Tom Milton	Duesenberg	29 laps/accident	
12			Hughie Hughes	Duesenberg	0 laps/out	

Lap Leaders: Ralph DePalma laps 1-86,94-150
Eddie Rickenbacker laps 87-93

Twin City Motor Speedway, MO

4th July 1916 - 150 miles (2.00 miles x 75 laps)

FP	#	SP	Driver	Car	Time	Pts
1	10	3	Ralph DePalma	Mercedes	1:38:49.24, 91.074mph	600
2	3	2	John Aitken	Peugeot	1:40:14.05	320
3	20	4	Josef Christiaens	Sunbeam	1:43:28.75	170
4	7	9	Tom Milton	Duesenberg	1:44:11.95	90
5	1	6	Eddie O'Donnell	Duesenberg "Hoskins"	1:47:37.95	55
6	30	13	Mel Sorenson	Duesenberg "Marso"	1:56:14.45	35
7	25	14	William Muller	Muller-Hudson "Dans L'Argent"	2:01:18.20	20
8	26	10	George Buzane	Duesenberg	69 laps/flagged	
9	2	7	Gil Anderson	Premier	65 laps/con-rod	
10	4	11	Pete Henderson	Maxwell	59 laps/flagged	
11	12	5	Eddie Rickenbacker	Maxwell	58 laps/oil pump	
12	18	1	Louis Chevrolet	Frontenac	26 laps/rocker arm	
13	17	8	Frank Galvin	Sunbeam	21 laps/magneto	
14	9	12	Swan Ostewig	Ostewig-Stutz	15 laps/slipping clutch	

Lap Leaders: John Aitken laps 40-48
Josef Christiaens laps 1-4,7-18
Ralph DePalma laps 5-6,19-39,49-75

Non-Qualifiers

8	Earl Cooper	Stutz	con-rod in practice

N.B. - Race delayed by 2 hours due to dispute concerning the race purse.

Omaha Speedway, NE

15th July 1916 - 150 miles (1.25 miles x 120 laps)

FP	#	SP	Driver	Car	Time	Pts
1	2	2	Dario Resta	Peugeot	1:30:43.99, 99.194 mph	600
2	1	1	Ralph Mulford	Peugeot	1:31:56.24	320
3		12	Tom Milton	Duesenberg	1:32:32.25	170
4		7	Pete Henderson	Maxwell	1:40:06.27	90
5		17	Mel Stringer	Mercer	1:40:44.00	55
6		16	Art Klein	King-Duesenberg "Kleinart"	103 laps/out	
7	10	3	Ralph DePalma	Mercedes	87 laps/valve cap	
8		15	William Muller	Muller-Hudson "Dans L'Argent"	Flagged	
9		9	Ira Vail	Hudson	80 laps/out	
10		8	Jack Gable	Peugeot	76 laps/accident	
11	12	5	Eddie Rickenbacker	Maxwell	75 laps/valve	
12		13	Art Johnson	Crawford	65 laps/out	
13	13	4	Wilbur D'Alene	Duesenberg	30 laps/out	
14		14	Billy Chandler	Crawford-Duesenberg	26 laps/out	
15		11	Hughie Hughes	Delage	16 laps/accident	
16		10	Aldo Franchi	Peugeot-Sunbeam "Pusun"	10 laps/accident main str.	
17		6	Dave Lewis	Crawford-Duesenberg	6 laps/out	

N.B. - Dan Colombo, Franchi's mechanician, was killed in the accident.

Montamarathon and Potlach Trophy

5th August 1916 - Tacoma: 300 miles (2.00 miles x 150 laps)

FP	#	SP	Driver	Car	Time	Pts
1	1	3	Eddie Rickenbacker	Maxwell	3:21:40.81, 89.25mph	800
2	12	4	Tom Milton	Duesenberg	3:23:05.62	420
3	8	8	Dave Lewis	Crawford-Duesenberg	3:24:29.35	220
4	10	7	Ralph DePalma	Mercedes	3:27:20.41	120
5	2	6	Pete Henderson	Maxwell	3:33:03.96	70
6	5	2	Omar Toft	Toft-Duesenberg	3:37:31.29	45
7	9	12	Billy Chandler	Crawford-Duesenberg	148 laps/flagged	
8		1	Sterling Price	Duesenberg "Gandy"	146 laps/flagged	
9		5	Mel Sorenson	Duesenberg	110 laps/flagged	
10		13	Barney Oldfield	Delage	141 laps/valve	
11		14	Charles W. Latta	Dodge	98 laps/engine	
12		10	Art Johnson	Crawford-Duesenberg	69 laps/valve	
13		9	Wilbur D'Alene	Duesenberg	64 laps/universal joint	
14		11	Mike Moosie	Duesenberg "Gandy"	50 laps/bearing	

Lap Leaders:		
	Ralph DePalma	laps 1-15,17-46,55-79,88-112
	Tom Milton	laps 47-54,80-87
	Eddie Rickenbacker	laps 16,113-150

Relief Drivers

Mike Moosie	Duesenberg	Relieved Sorenson laps 111-142

N.B. - The Potlach Trophy was awarded to the race leader at 200 miles, Tom Milton.

1st International Sweepstakes

4th September 1916 - Cincinnati Motor Speedway: 300 miles (2.00 miles x 150 laps)

FP	#	SP	Driver	Car	Time	Pts
1	11	19	John Aitken	Peugeot	3:05:27.22, 97.059 mph	900
2	13	18	Wilbur D'Alene	Duesenberg	3:09:56.27	470
3	19	23	Frank Galvin	Sunbeam	3:17:16.86	240
4	31	26	George Buzane	Duesenberg	3:23:19.06	130
5	8	25	Art Klein	Crawford-Duesenberg	3:34:15.06	80
6	27	7	Charles Devlin	Duesenberg	3:46:06.54	50
7	2	5	Dario Resta	Peugeot	144 laps/radiator leak	
8	17	28	Ora Haibe	King-Duesenberg "Kleinart"	135 laps/flagged	40
9	15	14	Ken Rawlings	Duesenberg "West Duluth"	132 laps/valve	
10	28	8	Tom Alley	Duesenberg "Hoskins"	115 laps/con-rod	

11	12	11	Eddie Rickenbacker	Maxwell	108 laps/engine
12	9	24	Billy Chandler	Crawford-Duesenberg	98 laps/con-rod
13	21	13	William Muller	Muller-Hudson"Dans L'Argent"	97 laps/burnt bearing
14	6	12	Omar Toft	Toft-Duesenberg	84 laps/valve
15	5	16	Gil Anderson	Stutz	84 laps/accident
16	29	2	Dave Lewis	Premier	81 laps/water connection
17	25	22	Ira Vail	Hudson	76 laps/con-rod
18	14	17	Pete Henderson	Maxwell	71 laps/engine
19	16	4	Aldo Franchi	Delage	69 laps/con-rod
20	18	10	Jack LeCain	Delage	52 laps/burnt bearing
21	31	6	Ralph Mulford	Peugeot	49 laps/valve
22	4	1	Howard Wilcox	Premier	47 laps/oil pump
23	3	15	Charles Merz	Peugeot	42 laps/burnt bearing
24	32	27	Robert Moore	Crawford-Duesenberg	32 laps/con-rod
25	39	20	Louis Chevrolet	Frontenac	20 laps/rocker arm
26	22	3	Tom Milton	Duesenberg	16 laps/pump connection
27	1	21	Josef Christiaens	Sunbeam	15 laps/seized clutch
28	10	9	Ralph DePalma	Mercedes	11 laps/con-rod

Lap Leaders: John Aitken laps 84-150
Dario Resta laps 1-83

N.B. - Klein relieved Haibe after he completed his race. Gil Anderson was seriously injured in his accident, which killed his riding mechanic Bert Shields. He was driving a new Stutz.

Indianapolis, IL

9th September 1916 - 100 miles (2.50 miles x 40 laps)

FP	#	SP	Driver	Car	Time	Pts
1	1		John Aitken	Peugeot	1:07:05.04, 89.440mph	500
2	19		Hughie Hughes	Duesenberg "Hoskins"	1:07:24.96	260
3	8		Wilbur D'Alene	Duesenberg	1:07:43.73	140
4	14		George Buzane	Duesenberg	1:08:37.66	80
5	6		Dave Lewis	Premier	1:09:07.30	50
6	22		Omar Toft	Toft-Duesenberg "Omar"	1:12:40.80	30
7	9		Pete Henderson	Maxwell	1:12:43.45	15
8	18		Ralph DePalma	Peugeot	1:13:12.62	
9	10		Eddie Rickenbacker	Maxwell	38 laps/accident turn 4	
10	17		Jay McNey	Ostewig-Stutz	36 laps/flagged	
11	7		Tom Milton	Duesenberg	8 laps/ignition	
12	5		Howard Wilcox	Premier	8 laps/withdrew	

Non-Qualifiers
Josef Christiaens Sunbeam Did not start

Astor Cup

30th September 1916 - Sheepshead Bay: 250 miles (2.00 miles x 125 laps)

FP	#	SP	Driver	Car	Time	Pts
1	10		John Aitken	Peuegot	2:23:04.03, 104.484 mph	800
2	12		Eddie Rickenbacker	Maxwell	2:24:19.54	420
3	5		Ira Vail	Hudson	2:34:01.00	220
4	16		Jack LeCain	Delage	2:34:42.21	120
5	4		Eddie Pullen	Mercer	2:37:26.00	70
6	8		Art Klein	Crawford-Duesenberg	2:38:01.00	45
7	18		Jules DeVigne	Delage	2:38:31.00	30
8	6		Ralph Mulford	Duesenberg	2:42:02.38	25
9	28		Hughie Hughes	Duesenberg "Hoskins"	2:42:56.15	15
10	3		Tom Milton	Duesenberg	2:45:36.90	10
11	36		Jim Meyer	Pugh-Duesenberg	2:47:11.65	
12	27		George Adams	Adams-Duesenberg	2:55:06.07	
13	9		Wilbur D'Alene	Crawford-Duesenberg	3:04:01.90	
14	37		Andy Burt	Ogren-Duesenberg	3:06:20.52	
15	14		Pete Henderson	Maxwell	105 laps/con-rod	
16	15		Frank Galvin	Premier	con-rod	
17	22		Howard Wilcox	Peugeot	con-rod	
18	24		George Buzane	Duesenberg	wrist pin	
19	25		Dave Lewis	Premier	con-rod	
20	34		Milton McBride	Watson-Duesenberg "Olsen"	con-rod	
21	32		Robert Moore	Crawford-Duesenberg	con-rod	

22		Ken Rawlings	Duesenberg "West Duluth"	engine
23	33	Otto Henning	Duesenberg "Ogren"	leaking manifold
24	21	William Muller	Duesenberg "Dans L'Argent"	con-rod
25	29	Jack Gable	Peugeot "Erbes"	slipping clutch
26	26	Charles Devlin	Duesenberg	slipping clutch
27	11	Glover Ruckstell	Mercer	61 laps/accident turn 4
28	1	Josef Christiaens	Sunbeam	50 laps/piston
29	2	Dario Resta	Peugeot	48 laps/valve
30	19	Louis Chevrolet	Sunbeam	13 laps/oil leak
31	35	Bert Watson	Olson-Duesenberg	0 laps/oil leak

Chicago Speedway, IL

14th October 1916 - 250 miles (2.00 miles x 125 laps)

FP	#	SP	Driver	Car	Time	Pts
1	4	4	Dario Resta	Peugeot	2:24:16.68, 103.966 mph	800
2	10	14	John Aitken	Peugeot	2:24:32.61	420
3	2	9	Eddie Rickenbacker	Maxwell	2:25:52.76	220
4	6	6	Dave Lewis	Premier	2:32:28.93	120
5	3	3	Pete Henderson	Maxwell	2:32:31.39	70
6	11	10	Frank Galvin	Premier	2:33:20.50	45
7	21	17	Earl DeVore	Duesenberg	2:45:35.43	30
8	2	11	Andy Burt	Duesenberg "Ogren"	2:52:05.35	25
9	15	13	Jack Gable	Peugeot "Erbes"	3:04:52.23	15
10	18	18	Ira Vail	Hudson	3:05:37.37	10
11	1	8	Howard Wilcox	Peugeot	124 laps/con-rod	
12	5	5	Ken Rawlings	Duesenberg "West Duluth"	120 laps/flagged	
13	9	15	Ralph DePalma	Peugeot	97 laps/valve	
14		19	Swan Ostewig	Ostewig-Stutz	86 laps/slipping clutch	
15	8	1	Art Klein	Crawford-Duesenberg	56 laps/crankshaft	
16	13	2	Wilbur D'Alene	Crawford-Duesenberg	45 laps/driveshaft	
17	14	12	George Buzane	Duesenberg	40 laps/flagged	
18	17	16	Tom Milton	Duesenberg	21 laps/burnt clutch	
19	19	7	Hughie Hughes	Duesenberg "Hoskins"	20 laps/valve spring	

Relief Drivers

5	Ora Haibe	Duesenberg "West Duluth"	Relieved Rawlings
13	Tom Alley	Crawford-Duesenberg	Relieved D'Alene

Non-Qualifiers

Louis Chevrolet	Delage "Ben-Hur"	Did not start
Billy Chandler	Crawford-Duesenberg	Did not start
Otto Henning	Ogren-Duesenberg	Did not start

D'Alene's car caught fire during refuelling, and mechanic Ralph Hedlich was dowsed in fuel before being ignited. Hedlich suffered severe burns from which he died on the 1st November.

Harkness Trophy

28th October 1916 - Sheepshead Bay: 100 miles (2.00 miles x 50 laps)

FP	#	SP	Driver	Car	Time	Pts
1	10	15	John Aitken	Peugeot	0:56:37.65, 105.956 mph	500
2	11	8	Frank Galvin	Premier	0:56:45.35	260
3	1	17	Howard Wilcox	Peugeot	0:57:10.53	140
4	3	14	Pete Henderson	Maxwell	0:59:04.70	80
5	17	12	Earl DeVore	Duesenberg	0:59:05.47	50
6	1	1	James Benedict	Duesenberg "Benedict"	0:59:23.88	30
7	19	10	Hughie Hughes	Duesenberg "Hoskins"	1:01:47.10	
8	8	2	Art Klein	Crawford-Duesenberg	Flagged	
9	25	11	Tom Milton	Duesenberg	Flagged	
10	29	3	Jim Meyer	Pugh-Duesenberg	Flagged	
11	15	7	Charles Devlin	Duesenberg	Flagged	
12	14	21	William Muller	Crawford-Duesenberg	Flagged	
13		26	George Adams	Adams-Duesenberg	Out	
14		9	Gish	Duesenberg "Weightman"	Out	
15	26	16	George Buzane	Duesenberg	Out	
16	4	5	Milton McBride	Olson	Out	
17	16	13	Jules DeVigne	Delage	Out	
18		22	Bert Watson	Olson-Duesenberg	Out	
19		24	Andy Burt	Ogren-Duesenberg	Out	

20		25	Otto Henning	Ogren-Duesenberg	Out
21		27	Rea Lentz	Romano-Curtis	Out
22	4	6	Dario Resta	Peugeot	32 laps/crankshaft
23	12	20	Eddie Rickenbacker	Maxwell	25 laps/out
24	6	4	Dave Lewis	Premier	25 laps/carburetor
25	18	18	Jack LeCain	Delage	20 laps/out
26	5	19	Ira Vail	Hudson	10 laps/out

Non-Qualifiers

			Ralph DePalma	Peugeot	Did not start

N.B. - Starting positions determined by draw.

Vanderbilt Cup

16th November 1916 - Santa Monica: 294 miles (8.4 miles x 35 laps)

FP	#	SP	Driver	Car	Time	Pts
1	1	16	Dario Resta	Peugeot	3:22:48.4, 86.990 mph	900
2	8	3	Earl Cooper	Stutz-Wisconsin	3:30:40.4	470
3	21	9	William Weightman	Duesenberg	3:42:00.4	240
4	6	8	Clyde Rhoades	Hudson	3:54:45.0	130
5	20	19	A.H.Patterson	Hudson	34 laps/flagged	
6	19	7	Ira Vail	Hudson	31 laps/flagged	
7	12	12	William Bolden	Stutz-Duesenberg"Chouchilla"	31 laps/driveshaft	
8	4	17	Eddie Pullen	Mercer	30 laps/transmission	
9	16	5	John Aitken	Peugeot	19 laps/valve	
10	18	15	George Buzane	Duesenberg	15 laps/cracked cylinder	
11	2	6	Joe Thomas	Mercer	11 laps/radiator	
12	11	1	Mike Moosie	Duesenberg	11 laps/sticking valves	
13	24	2	Lewis Jackson	Marmon	9 laps/clutch	
14	27	18	Omar Toft	Toft-Duesenberg "Omar"	9 laps/burnt bearing	
15	3	4	Glover Ruckstell	Mercer	8 laps/ignition	
16	22	14	William Carelton	Owl	6 laps/out of tyres	
17	17	10	Eddie Rickenbacker	Duesenberg	5 laps/stripped gears	
18	23	13	William Cody	National "Cody Spl."	4 laps/seized brakes	
19	14	11	Sterling Price	Duesenberg "Gandy"	4 laps/burnt clutch	

Lap Leaders: John Aitken laps 1-4
Dario Resta laps 5-35

Non-Qualifiers

7	Rea Lentz	Hartman	Did not appear
10	Emil Agraz	Hercules	Did not appear

N.B. - Cars started at 10s intervals

The #22 Owl Special, actually a single-cylinder Ono, was originally meant to be driven by Harry Marshall. However, four days before the race, an unexpected engine kick while cranking the car up broke his leg, so he was replaced by William Carelton.
The course had undergone changes since 1914 (the course wasn't used in 1915), as Ocean Boulevard was paved, rather than being oiled gravel and dirt. To cope with the expected increase in speed, Dead Man's Curve was widened and a 30 foot run-off area added. Metal fencing was added to keep spectators out of harm's way. Politics though almost scuppered the race, as Los Angeles had brought the race course's eastern edge under its jurisdiction, and the LA Public Works scheduled a road upgrade during November. However, road construction was delayed, and the races went ahead unhindered.
Barney Oldfield had been entered for the race in a Delage, but engine modifications by Miller were incomplete, so he didn't turn up for practice. Someone who did turn up for practice, but wasn't entered for the race was H.J.Horsman, who decided to test the Mercer he had just bought (it was the car in which Spencer Wishart had died at Milwaukee in 1914). Ignoring the starters order to stop, he did one complete lap before coming off the circuit at considerable speed at Dead Man's Curve. The car skidded, dug in, and flung out its occupants as it hit the fence. Mechanician C.F.Schwartz hit a tree and was killed instantly, and Horsman died later from internal injuries sustained on landing.

Ascot Derby

30th November 1916 - Ascot Park: 150 miles (1.00 miles x 150 laps)

FP	#	SP	Driver	Car	Time	Pts
1	1	1	Eddie Rickenbacker	Duesenberg	2:13:15.2, 67.541 mph	700
2	8	2	Earl Cooper	Stutz	2:14:29.4	360

3	4	3	Eddie Pullen	Mercer	2:15:03.0	190
4	3	4	Glover Ruckstell	Mercer	145 laps/flagged	100
5	10	12	Mike Moosie	Duesenberg	139 laps/flagged	
6	19	9	Ira Vail	Hudson	137 laps/flagged	
7	27	6	Omar Toft	Toft-Duesenberg "Omar"	129 laps/flagged	
8	6	8	Sterling Price	Duesenberg "Gandy"	128 laps/flagged	
9	7	5	George Buzane	Duesenberg	46 laps/pinion gear	
10	2	7	William Weightman	Duesenberg	45 laps/twisted crankshaft	
11	9	11	C.B.Perry	Perry Special	21 laps/engine trouble	
12	5	10	William Taylor	Mercer "Horstman"	19 laps/stripped steering gear	

Lap Leaders: Eddie Pullen laps 9-110
Eddie Rickenbacker laps 1-8,111-150

1917 AAA National Championship Trail

George Washington Sweepstake

4th March 1917 - Ascot Park: 100 miles (1.000 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	8	2	Earl Cooper	Stutz	1:27:46.8, 68.353 mph
2	4	3	Eddie Pullen	Mercer	1:28:18.0
3	29	4	Omar Toft	Miller	1:30:38.6
4	9	9	Cliff Durant	Chevrolet Stutz-Wisconsin	1:31:49.0
5	7	6	William Taylor	Newman Stutz-Wisconsin	98 laps/flagged
6	21	7	William Weightman	Weightman Stutz	96 laps/flagged
7	10	11	Ray Meacham	Mercer	94 laps/flagged
8	2	5	Walter Melcher	Duesenberg	92 laps/flagged
9	3	8	William Bolden	Chouchilla	45 laps/engine
10	6	10	Sam Seed	Horseman Mercer	35 laps/mechanical
11	5	1	Joe Boyer	Frontenac	25 laps/crankshaft

Lap Leaders: Earl Cooper laps 1-58,60-100
Eddie Pullen laps 59

Non-Qualifiers

			John Boling	Mercer	Eye injury

Had been scheduled to be held on the 22nd February, but was delayed due to rain.

Universal Trophy

10th May 1917 - Uniontown: 112.5 miles (1.125 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1	17	11	William Taylor	Newman Stutz-Wisconsin	1:15:38, 89.25 mph
2	3	6	Joe Boyer	Frontenac	100 laps
3	5	10	Eddie Hearne	Duesenberg	100 laps
4	1	1	Louis Chevrolet	Frontenac	100 laps
5	12	4	Dave Lewis	Hoskins Duesenberg	100 laps
6	24	15	Art Klein	Johnson Duesenberg	100 laps
7	15	12	Jim Meyer	Pugh	100 laps
8	9	3	Ralph Mulford	Hudson	90 laps/flagged
9	27	8	Barney Oldfield	Delage	89 laps/flagged
10	21	13	Milton McBride	Olsen	84 laps/flagged
11	4	7	Ralph Mulford	Packard	79 laps/flagged
12	17	2	H.E.McCord	Crawford	77 laps/flagged
13	14	14	Ira Vail	Hudson	71 laps/burnt coil
14	42	9	Andy Burt	Erbes Peugeot	54 laps/driveshaft
15	2	5	Louis Fontaine	Mercedes	39 laps/camshaft

Non-Qualifiers

	16		Charles Ewan	Crawford	Practice accident

N.B. - For class E, 300 cubic inches and under.

Sharronsville Sweepstakes

30th May 1917 - Cincinnati Motor Speedway: 250 miles (2.00 miles x 125 laps)

FP	#	SP	Driver	Car	Time
1	1	6	Louis Chevrolet	Frontenac	2:26:47.90, 102.181 mph
2	14	9	Ira Vail	Hudson	2:27:57.44
3	24	8	Gaston Chevrolet	Frontenac	2:28:45.73
4	7	12	Tom Milton	Duesenberg	2:32:47.55
5	51	3	Eddie Hearne	Duesenberg	2:34:17.36
6	5	10	Earl Cooper	Stutz	2:34:28.47
7	17		A.H.Patterson	Hudson	2:35:48.05
8	22		Otto Henning	Ogren Duesenberg	2:35:49.66
9	9	4	Ralph Mulford	Peugeot	2:38:05.05
10	29	5	Omar Toft	Omar Miller	2:39:28.92

11	27	11	Barney Oldfield	Delage	2:39:51.65
12			Andy Burt	Erbes Peugeot	Flagged
13		2	Joe Thomas	Mercer	Flagged
14	19		George Buzane	Detroit	Flagged
15			Charles Ewan	Crawford	Flagged
16	4	1	Ralph De Palma	Packard	73 laps/punctured radiator
17			Louis Fontaine	Mercedes	con-rod
18			Pete Henderson	Mercer	burnt bearings
19			Charles Kirkpatrick	Frontenac	valve
20		7	Dave Lewis	Hoskins Duesenberg	carburetor
21	21		Jules DeVigne	Delage	cylinder
22			William Taylor	Newman Stutz-Wisconsin	out
23			Walter Haines	Mercer	oil line
24	22		Jack LeCain	Delage	valve plunger
25			Swan Ostewig	Ostewig	fire
26			Mel Stringer	M.E.L.	steering knuckle
27			Wilmer Monahan	Johnson	oil leak
			Maurice Britt	Crawford	

Several newspaper reports say that Gaston Chevrolet finished second in 2h26m54, but after the race it was announced that Vail had lost a lap and the results were amended.

Elimination Trial Times:

Pete Henderson	Mercer	0:01:04.8
Ralph De Palma	Packard	0:01:06.4
Dave Lewis	Hoskins Special	0:01:07.4
Joe Thomas	Mercer	0:01:08.0
Eddie Hearne	Duesenberg	0:01:09.0
Louis Fontaine	Mercedes	0:01:09.0
Walter Haines	Mercer	0:01:10.6
Louis Fontaine	Detroit Special	0:01:10.8
Earl Cooper	Stutz	0:01:11.0
A.H.Patterson	Hudson	0:01:11.0
William Taylor	Newman Special	0:01:11.2
Ira Vail	Hudson	0:01:11.4
Omar Toft	Omar	0:01:11.8
Jules DeVigne	Delage	0:01:11.8
Louis Chevrolet	Frontenac	0:01:13.0
Andy Burt	Erbes Special	0:01:14.0
G.M.Ewan	Crawford	0:01:14.2
Maurice Britt	Crawford	0:01:17.0

Note that the elimination trials determined who qualified for the race, but do not necessarily give the starting positions.

War Derby

16th June 1917 - Chicago Speedway: 250 miles (2.00 miles x 125 laps)

FP	#	SP	Driver	Car	Time
1	5	10	Earl Cooper	Stutz	2:25:28.80, 103.107 mph
2	9	17	Ralph Mulford	Hudson	2:26:11.03
3	35	8	Cliff Durant	Delage	2:26:36.43
4	11	7	Eddie Hearne	Duesennberg	2:27:48.03
5	18	9	Walter Haines	Mercer	2:30:56.43
6	8	20	Pete Henderson	Duesenberg	2:33:07.95
7	12	19	Dave Lewis	Hoskins Duesenberg	2:35:08.07
8	14	12	Ira Vail	Hudson	2:39:03.00
9	1	15	Louis Chevrolet	Frontenac	2:40:08.86
10	2	11	Louis Fontaine	Mercedes	2:42:23.90
11	4	1	Ralph DePalma	Packard	2:43:08.46
12	32	6	Al Schillo	Mercer	120 laps/flagged
13	16	13	William Taylor	Newman Stutz	115 laps/flagged
14	35	18	Andy Burt	Erbes Peugeot	110 laps/flagged
15	23	21	Tom Alley	Pan-American Miller	105 laps/flagged
16	7	26	Tom Milton	Duesenberg	100 laps/flagged
17	29	24	Omar Toft	Omar Miller	95 laps/flagged
18	31	27	George Mason	Ogren Duesenberg	76 laps/rocker arm
19	24	2	Joe Boyer	Frontenac	66 laps/crashed
20	27	3	Barney Oldfield	Gold Submarine Miller	24 laps/valve spring
21	17	16	A.H.Patterson	Hudson	21 laps/spring & frame
22	6	4	Joe Thomas	Mercer	18 laps/off course
23	25	5	Jack LeCain	Delage	17 laps/cylinder head
24	33	25	Ed Diedrich	Duesenberg	16 laps/con-rod
25	3	14	George Buzane	Detroit	12 laps/piston

26	22	22	Otto Henning	Ogren Duesenberg	12 laps/piston rings
27	15	23	Jules DeVigne	Delage	5 laps/water jacket

Lap Leaders:	Joe Boyer	laps 1,19-35
	Ralph DePalma	laps 2,5
	Barney Oldfield	laps 3-4
	Louis Chevrolet	laps 6
	Joe Thomas	laps 7-9,13-18
	Ira Vail	laps 10-12,36-49
	Ralph Mulford	laps 50-118
	Earl Cooper	laps 119-125

Non-Qualifiers

Wilmer Monahan	Duesenberg
Charles Ewan	Duesenberg
M.C.Britt	Duesenberg
Milton McBride	Duesenberg
Swan Ostewig	Duesenberg
Jack Gable	Hudson
Gaston Chevrolet	Frontenac

Omaha Derby

4th July 1917 – Omaha Speedway: 150 miles (1.25 miles x 120 laps)

FP	#	SP	Driver	Car	Time
1	9	6	Ralph Mulford	Hudson	1:28:53.00, 101.256 mph
2	7	8	Tom Milton	Duesenberg	1:29:57.07
3	46	4	Joe Thomas	Mercer	1:30:18.20
4	48	10	Walter Haines	Mercer	1:30:51.96
5	45	5	Eddie Hearne	Roamer Duesenberg	1:31:21.38
6	44	12	William Taylor	Hudson	1:31:27.69
7	12	3	Dave Lewis	Hoskins Duesenberg	1:34:35.59
8	55	14	Andy Burt	Erbes Miller	1:37:44.63
9	49	15	Milton McBride	Olsen	109 laps/flagged
10	51	2	Charles Kirkpatrick	Frontenac	111 laps/water jacket
11	54	1	Louis Chevrolet	Frontenac	56 laps/axle
12	8	9	Pete Henderson	Duesenberg	45 laps/radiator
13	29	13	Omar Toft	Omar Miller	38 laps/crankshaft
14	52	11	George Mason	Ogren Duesenberg	34 laps/radiator
15	47	7	Tom Alley	Pan-American	1 lap/accident

Lap Leaders:	Louis Chevrolet	laps 1-56
	Ralph Mulford	laps 57-120

N.B. - Race was red-flagged after lap one due to Alley's accident. Alley's mechanician Billy Salmon was seriously hurt in the accident.

Twin Cities Motor Speedway, MO

14th July 1917 - 50 miles (2.0 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	5	3	Earl Cooper	Stutz	0:30:50.91, 97.249 mph
2	9	7	Ralph Mulford	Hudson	0:32:32.26
3	14	2	Ira Vail	Hudson	0:32:47.06
4	44	11	William Taylor	Hudson	0:33:03.21
5	8	5	Pete Henderson	Duesenberg	0:33:25.15
6	29	10	Omar Toft	Omar Miller	15 laps/out
7	49	8	Milton McBride	Olsen	9 laps/out
8	52	9	George Mason	Ogren Duesenberg	8 laps/out
9	7	6	Tom Milton	Duesenberg	7 laps/out
10	54	4	Louis Chevrolet	Frontenac	6 laps/out
11	12	1	Dave Lewis	Hoskins Duesenberg	3 laps/out

N.B. - For Class E, 300 cubic inches and under.

Twin Cities Motor Speedway, MO

14th July 1917 - 100 miles (2.0 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	14	4	Ira Vail	Hudson	1:02:19.73, 96.264 mph
2	12	1	Dave Lewis	Hoskins Duesenberg	1:03:34.67
3	5	5	Earl Cooper	Stutz	1:03:35.05
4	51	6	Roscoe Sarles	Frontenac	1:04:46.17
5	9	12	Ralph Mulford	Hudson	1:04:55.00
6	44	13	William Taylor	Hudson	1:07:02.30
7	55	3	A.A.Cadwell	Miller	1:08:07.20
8	7	9	Tom Milton	Duesenberg	1:08:07.26
9	8	8	Pete Henderson	Duesenberg	48 laps/flagged
10	39	11	Omar Toft	Omar Miller	46 laps/flagged
11	32	14	George Mason	Ogren	39 laps/out
12	54	7	Louis Chevrolet	Frontenac	35 laps/out
13	45	2	Eddie Hearne	Duesenberg	17 laps/poor handling
14	56	10	Louis Fontaine	Mercedes	13 laps/out
15	49	16	Milton McBride	Olsen	8 laps/out

Army Post Sweepstakes

3rd September 1917 – Tacoma Speedway: 96.95 miles (1.939 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	8		Earl Cooper	Stutz	1:08:51, 84.488 mph
2	1		Cliff Durant	Chevrolet Stutz	1:11:30
3	44		A.H.Patterson	Hudson	Flagged
4	12		Mike Moosie	Duesenberg	Flagged
5	35		Jim Crosby	Duesenberg	Out

Lap Leaders: Earl Cooper laps 1-50

N.B. - The AAA list Jim Crosby as driving number 35, some other sources indicate Al Cotey.

Chicago Speedway

3rd September 1917 - 50 miles (2.0 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	4		Ralph De Palma	Packard	0:28:09.38, 106.548 mph
2	12		Dave Lewis	Hoskins Duesenberg	0:28:24.65
3	54		Gaston Chevrolet	Frontenac	0:29:16.01
4	8		Pete Henderson	Duesenberg	0:29:41.22
5	47		Tom Alley	Pan-American-Miller	0:30:02.68
6	36		Harold Trackus	Olsen Duesenberg	12 laps/broken tie rod
7	31		George Mason	Ogren Duesenberg	0 laps/spark plugs

Chicago Speedway

3rd September 1917 - 100 miles (2.0 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	54		Louis Chevrolet	Frontenac	0:56:29.05, 106.224 mph
2	12		Dave Lewis	Hoskins Duesenberg	0:56:55.81
3	4		Ralph De Palma	Packard	0:57:36.16
4	8		Pete Henderson	Duesenberg	0:59:43.72
5	47		Tom Alley	Pan-American-Miller	1:03:35.37
6	36		Harold Trackus	Olsen Duesenberg	1:04:07.37
7			George Mason	Ogren Duesenberg	Out

1st Annual Autumn Classic

3rd September 1917 – Uniontown Speedway: 112.5 miles (1.125 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1			Frank Elliott	Delage	1:14:26.96, 90.665 mph
2			Jim Meyer	Pugh	1:15:38.49

3		Andy Burt	Erbes Miller	1:20:14.20
4		Ora Haibe	P-A-L-C Duesenberg	1:22:28.20
5		Charles Ewan	Crawford	1:28:49.20
6		Wilmer Monahan	Johnson	1:30:21.25
7		Eddie Hearne	Duesenberg	98 laps/flagged
8		Jack Conway	Hudson	97 laps/flagged
9		R.L.McNay	McNay	96 laps/flagged
10	59	Joe Boyer	Frontenac	92 laps/out
11		A.A.Cadwell	Miller	33 laps/out
12		Denny Hickey	Hudson	23 laps/out
13		Barney Oldfield	Gold Submarine Miller	9 laps/tyre/accident
14		Omar Toft	Omar Miller	8 laps/out

Lap Leaders: Joe Boyer laps 1-92
Frank Elliott laps 93-100

Narragansett Park, RI

15th September 1917 - 5.00 miles (1.00 miles x 5 laps)

FP	#	SP	Driver	Car	Time
1			Ralph Mulford	Frontenac	0:03:58.83, 75.367 mph
2			Louis Chevrolet	Frontenac	0:03:59.30
3			Tom Milton	Duesenberg	0:03:59.40
4			Joe Boyer	Frontenac	0:04:00.30
5			Frank Elliott	Delage	0:04:18.51
6			Harold Trackus	Olsen	0:04:19.30
7			Lamb	Krueger Duesenberg	0:04:26.59
8			Ora Haibe	P-A-L-C	4 laps/flagged
9			Jim Meyer	Pugh	4 laps/flagged

N.B. - For Class E, 300 cubic inches and under.

Narragansett Park, RI

15th September 1917 - 25.00 miles (1.00 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1			Tom Milton	Duesenberg	0:19:46.28, 75.867 mph
2			Ira Vail	Hudson	0:20:07.55
3			Louis Chevrolet	Frontenac	0:20:22.22
4			Eddie Hearne	Duesenberg	0:20:28.52
5			Jim Meyer	Pugh	0:21:47.88
6			Frank Elliott	Golden Submarine Miller	0:22:32.86
7			Joe Boyer	Frontenac	Out
8			Ralph Mulford	Frontenac	Out
9			Pete Henderson	Duesenberg	Out
10			Harold Trackus	Olsen	Out

N.B. - For Class E, 300 cubic inches and under.

Narragansett Park, RI

15th September 1917 - 100.00 miles (1.00 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1			Tom Milton	Duesenberg	1:24:42.23, 70.835 mph
2			Ira Vail	Hudson	1:24:44.28
3			Eddie Hearne	Duesenberg	1:25:31.35
4			Dave Lewis	Hoskins Duesenberg	1:27:36.32
5			Jim Meyer	Pugh	1:29:56.50
6			Pete Henderson	Duesenberg	1:31:56.38
7			Frank Elliott	Delage	1:32:09.03
8			Louis Chevrolet	Frontenac	1:34:15.15
9			Andy Burt	Erbes	1:38:27.28
10			Lamb	Krueger	1:42:24.32
11			Barney Oldfield	Golden Submarine Miller	98 laps/flagged
12			Joe Boyer	Frontenac	con-rod
13			Ralph Mulford	Frontenac	25 laps/axle
14			Charles Ewan	Crawford	fuel line

N.B. - For Class E, 300 cubic inches and under.

Harkness Trophy

22nd September 1917 - Sheepshead Bay: 100 miles (2.00 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	7		Louis Chevrolet	Frontenac	0:54:20.98, 110.396 mph
2	4		Ralph De Palma	Packard	0:56:18.00
3	45		Eddie Hearne	Duesenberg	0:56:41.50
4	9		Ralph Mulford	Frontenac	0:56:41.87
5	14		Ira Vail	Hudson	0:56:41.97
6	21		Denny Hickey	Hudson	1:00:39
7			Otto Henning	Mercer	1:00:48
8	2		Tom Milton	Duesenberg	1:00:55
9			James Benedict	Benedict	1:01:01
10			Pete Henderson	Duesenberg	Flagged
11			Joe Boyer	Frontenac	Burnt bearing
12			Dave Lewis	Duesenberg	Flagged
13			Jack LeCain	Delage	Flagged
14			Tom Alley	Pan-American-Miller	Spark plugs
15	21		Jules DeVigne	Delage	Valve
16			Walter Haines	Mercer	Piston
17			Ora Haibe	Haibe	Flagged
18			Dario Resta	Frontenac	8 laps/camshaft housing
NS			Charles W.Ewan	Crawford	engine
NS			Gaston Chevrolet	Frontenac	engine
NS			Gil Anderson	Miller Special	engine

N.B. - For Class E, 300 cubic inches and under.

Chicago Speedway, IL

13th October 1917 - 20 miles (2.0 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1	47		Tom Alley	Pan-American-Miller	0:11:22.10, 105.556 mph
2	54		Gaston Chevrolet	Frontenac	0:11:22.28
3	9		Ralph Mulford	Frontenac	0:11:22.43
4	12		Dave Lewis	Hoskins Duesenberg	0:11:22.60
5			Gil Anderson	Miller	0:11:27.35
6	7		Tom Milton	Duesenberg	10 laps/finished
7			Percy Ford	Delage	Out
8			Pete Henderson	Roamer Duesenberg	Out

Chicago Speedway, IL

13th October 1917 - 50 miles (2.0 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	9		Ralph Mulford	Frontenac	0:28:18.75, 105.960 mph
2			Gil Anderson	Miller	0:28:18.90
3	47		Tom Alley	Pan-American-Miller	0:28:18.90
4	7		Tom Milton	Duesenberg	0:28:19.20
5	12		Dave Lewis	Hoskins Duesenberg	0:28:19.25
6	54		Gaston Chevrolet	Frontenac	Out

N.B. - For Class C, 231-300 cubic inches and under.

Chicago Speedway, IL

13th October 1917 - 50 miles (2.0 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	8		Pete Henderson	Roamer Duesenberg	0:27:22.21, 109.608 mph
2	9		Ralph Mulford	Frontenac	0:27:27.27
3	47		Tom Alley	Pan-American-Miller	18 laps/accident

4	7	Tom Milton	Duesenberg	18 laps/accident
5	12	Dave Lewis	Hoskins Duesenberg	10 laps/accident
6		Gil Anderson	Miller	Out

N.B. - For Class C, 231-300 cubic inches and under.

Uniontown Speedway, PA

29th October 1917 - 168.75 miles (1.125 miles x 150 laps)

FP	#	SP	Driver	Car	Time
1	45	1	Eddie Hearne	Duesenberg	1:49:02.85, 92.849 mph
2	7	2	Tom Milton	Duesenberg	1:49:27.45
3	14	6	Ira Vail/Earl Devore	Hudson	1:54:37.05
4	12	8	Dave Lewis	Hoskins Duesenberg	1:55:24.03
5	59	3	Denny Hickey	Stickel Hudson	1:56:58.11
6	41	7	Fred McCarthy	Hudson	Flagged
7		9	Jack Conway	Hudson	Flagged
8	44	12	Gaston Chevrolet	Frontenac	113 laps/accident
9	8	11	Pete Henderson	Duesenberg	113 laps/accident
10	42	15	Andy Burt	Erbes Miller	91 laps/engine
11	9	10	Ralph Mulford	Frontenac	48 laps/engine
12	31	5	Ora Haibe	P-A-L-C Duesenberg	17 laps/engine
13	55	14	Gil Anderson	Miller	16 laps/engine
14	29	13	Barney Newgard	Johnson	14 laps/con-rod
15		4	Jim Meyer	Pugh	13 laps/engine

Non-Qualifiers

	Eddie Miller	Lawrence Special	Did not qualify
	Ben Shoaff	Haynes Special	Did not qualify
	Charles Ewan	Crawford	Did not qualify
	I.P.Fetterman	Haynes Special	Did not qualify
	Suckert	Olsen	Did not qualify

N.B. - For Class E, 300 cubic inches and under, Invitational. Chevrolet and his mechanician Salvatore Barbarino were severely injured in the accident, where they skidded and crashed into the guard rail.

Ascot Handicap, Ascot Park, California

29th November 1917- 10 miles (1.0 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1	1		Louis Chevrolet	Frontenac	0:07:51.0, 76.433 mph
2	7		Tom Milton	Duesenberg	0:07:52.0
3	45		Eddie Hearne	Roamer Duesenberg	0:07:54.0
4	3		Cliff Durant	Chevrolet Stutz	0:07:58.6

Non-Starters

9	Barney Oldfield	Golden Submarine Miller
26	Longley	National

N.B. - For Class E, 300 cubic inches and under.

Liberty Sweepstakes, Ascot Park, California

29th November 1917- 50 miles (1.0 miles x 50 laps)

FP	#	SP	Driver	Car	Time
1	45		Eddie Hearne	Roamer Duesenberg	0:41:54.8, 71.576 mph
2	7		Tom Milton	Duesenberg	0:42:10.8
3	1		Louis Chevrolet	Frontenac	0:43:08.0
4	3		Cliff Durant	Chevrolet	0:43:42.0
5	2		Edward Kaster	Mercer	0:46:24.0
6	14		William Bolden	Kissel	Flagged
7	19		Ira Vail	Hudson	Flagged
8			Robert Delno	Stutz	12 laps/piston

N.B. - Free formula race.

1918 AAA National Championship Trail

Liberty Sweepstakes

16th May 1918 - Uniontown: 27 miles (1.125 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	7		Tom Milton	Duesenberg	0:15:59.52, 101.301 mph
2	9		Ralph Mulford	Frontenac	0:17:51.69
3			I.P.Fetterman	Peerless	0:18:21.10
4	43		Omar Toft	Miller	Flagged
5			George Gardner	Hudson	Flagged
6	45		Eddie Hearne	Frontenac	Flagged
7			Fred McCarthy	Hudson	Flagged
8	15		Barney Oldfield	Miller "Golden Submarine"	21 laps/out

Liberty Sweepstakes

16th May 1918 - Uniontown: 27 miles (1.125 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	9		Ralph Mulford	Frontenac	0:16:37.09, 97.484 mph
2	15		Barney Oldfield	Miller "Golden Submarine"	0:17:22.30
3			I.P.Fetterman	Peerless	0:17:23.75
4	43		Omar Toft	Miller	0:17:33.89
5			George Gardner	Hudson	Flagged
6			Louis Chevrolet	Frontenac	15 laps/out
7			Ira Vail	Hudson	5 laps/out
8	45		Eddie Hearne	Frontenac	1 laps/out

Liberty Sweepstakes

16th May 1918 - Uniontown: 27 miles (1.125 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1	45		Eddie Hearne	Frontenac	0:16:49.64, 96.272 mph
2			Fred McCarthy	Hudson	0:17:51.73
3	43		Omar Toft	Miller	0:17:52.13
4			George Gardner	Hudson	Flagged
5			I.P.Fetterman	Peerless	14 laps/out
6			Ira Vail	Hudson	14 laps/out
7	15		Barney Oldfield	Miller "Golden Submarine"	2 laps/out

Liberty Sweepstakes

16th May 1918 - Uniontown: 27 miles (1.125 miles x 24 laps)

FP	#	SP	Driver	Car	Time
1			Louis Chevrolet	Frontenac	0:17:03.68, 94.952 mph
2			Fred McCarthy	Hudson	0:17:40.82
3			George Gardner	Hudson	0:18:29.75
4			H.L.Robinson	Duesenberg	Flagged
5	43		Omar Toft	Miller	16 laps/out
6	15		Barney Oldfield	Miller "Golden Submarine"	6 laps/out

Liberty Sweepstakes

16th May 1918 - Uniontown: 27 miles (1.125 miles x 24 laps)

FP	#	SP	Driver	Car	Time

1	9	Ralph Mulford	Frontenac	0:16:42.82, 96.927 mph
2	45	Eddie Hearne	Frontenac	0:16:58.77
3	7	Tom Milton	Duesenberg	0:17:35.18
4		Louis Chevrolet	Frontenac	18 laps/out

Tacoma Speedway, WA

4th July 1918 - 24 miles (2.0 miles x 12 laps)

FP	#	SP	Driver	Car	Time
1	1		Cliff Durant	Chevrolet	0:15:09.4, 98.96 mph
2			Dave Lewis	Duesenberg	0:15:28.0
3			Eddie Hearne	Duesenberg	0:15:30.0
4			Eddie Pullen	Mercer	0:15:32.2
5	8		Earl Cooper	Stutz	0:17:43.0

Tacoma Speedway, WA

4th July 1918 - 50 miles (2.0 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1	1		Cliff Durant	Chevrolet	0:30:37.6, 97.95 mph
2			Dave Lewis	Duesenberg	0:31:35.8
3			Eddie Hearne	Duesenberg	0:31:38.6
4	8		Earl Cooper	Stutz	0:31:40.0
5			Eddie Pullen	Mercer	2 laps/out

Tacoma Speedway, WA

4th July 1918 - 75 miles (2.0 miles x 37.5 laps)

FP	#	SP	Driver	Car	Time
1			Eddie Hearne	Duesenberg	0:47:43.5, 94.29 mph
2	1		Cliff Durant	Chevrolet	0:47:58.0
3	8		Earl Cooper	Stutz	0:48:50.0
4			Eddie Pullen	Mercer	0:49:30.0
5			Dave Lewis	Duesenberg	34 laps/flagged

Race probably started (or finished) on the back stretch.

Independence Auto Derby

18th July 1918 - Uniontown: 112.5 miles (1.125 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1			Louis Chevrolet	Frontenac	1:11:22.45, 94.572 mph
2			Omar Toft	Miller	1:12:37.78
3			Eddie Hearne	Duesenberg	1:13:08.67
4			Ralph Mulford	Frontenac	1:15:16.37
5			Tom Milton	Duesenberg	1:19:16.66
6			Barney Oldfield	Miller "Golden Submarine"	96 laps/flagged
7			DeLloyd Thompson	Duesenberg	Flagged
8			Denny Hickey	Hudson	81 laps/engine
9			Arthur Duray	Frontenac	67 laps/timing gear
10			George Gardner	Hudson	0 laps/accident pace lap
11			Fred McCarthy	C&B	0 laps/flagged
NS			Joe Boyer		
NS			I.P.Fetterman		
NS			Ben Schoaff		
NS			Milton McBride		

Chicago Speedway, IL

28th July 1918 - 10 miles (2.0 miles x 5 laps)

FP	#	SP	Driver	Car	Time
1			Ralph DePalma	Packard	0:05:24.8, 110.84 mph
2			Louis Chevrolet	Frontenac	0:05:25.0
3			Dario Resta	Resta Special	0:05:26.0
4			Ralph Mulford	Frontenac	0:05:26.2

The scheduled 50 mile race was rained off.

Chicago Speedway, IL

28th July 1918 - 20 miles (2.0 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1	4		Ralph DePalma	Packard	0:10:50.2, 110.73 mph
2	1		Dario Resta	Peugeot	0:10:51.6
3	9		Ralph Mulford	Frontenac	0:10:52.0
4	3		Louis Chevrolet	Frontenac	0:10:52.2
5	14		Ira Vail	Hudson	Out

Chicago Speedway, IL

28th July 1918 - 30 miles (2.0 miles x 15 laps)

FP	#	SP	Driver	Car	Time
1	4		Ralph DePalma	Packard	0:16:54.8, 106.42 mph
2	3		Louis Chevrolet	Frontenac	0:16:55.8
3	1		Dario Resta	Peugeot	con-rod
4	9		Ralph Mulford	Frontenac	oil line
5	14		Ira Vail	Hudson	
NS	2		Arthur Duray	Frontenac	

Sheepshead Bay, NY

17th August 1918 - 20 miles (2.00 miles x 10 laps)

FP	#	SP	Driver	Car	Time
1			Ralph DePalma	Packard	0:10:51.6, 110.50 mph
2			Dario Resta	Peugeot	10 laps/finished
3			Ralph Mulford	Frontenac	10 laps/finished
4			Louis Chevrolet	Frontenac	3 laps/engine trouble
NS			Arthur Duray	Frontenac	car driven by Chevrolet
NS			Tommy Milton		mechanical

Sheepshead Bay, NY

17th August 1918 - 30 miles (2.00 miles x 15 laps)

FP	#	SP	Driver	Car	Time
1			Ralph DePalma	Packard	0:16:31.2, 108.96 mph
2			Ralph Mulford	Frontenac	15 laps/finished
3			Dario Resta	Peugeot	15 laps/finished
4			Ira Vail	Hudson	11 laps/flagged
NS			Tommy Milton		mechanical

Lap Leaders:		
	Ralph Mulford	laps 1-4, 7-9
	Ralph DePalma	laps 5-6, 10-15

Lap leaders estimated.

Sheepshead Bay, NY

17th August 1918 - 50 miles (2.00 miles x 25 laps)

FP	#	SP	Driver	Car	Time
1			Ralph DePalma	Packard	0:27:29.2, 109.14 mph
2			Dario Resta	Peugeot	0:27:32.0
3			Ralph Mulford	Frontenac	25 laps/finished
4			Ira Vail	Hudson	25 laps/finished
NS			Tommy Milton		mechanical

Lap Leaders:		
	Ralph Mulford	laps 1-2, 4-9, 13-24
	Dario Resta	laps 3
	Ralph DePalma	laps 10-12, 25

Lap leaders estimated.

Uniontown Speedway, PA

2nd September 1918 - 112.5 miles (1.125 miles x 100 laps)

FP	#	SP	Driver	Car	Time
1			Ralph Mulford	Frontenac	1:10:11.17, 96.173 mph
2			Louis Chevrolet	Frontenac	1:12:10.42
3			Omar Toft	Miller	1:12:11.62
4			Arthur Duray	Frontenac	1:15:45.57
5			I.P.Fetterman	Peerless	1:16:58.13
6			Tom Milton	Duesenberg	1:18:21.72
7			DeLloyd Thompson	Duesenberg	59 laps/engine
8			Eddie Hearne	Duesenberg	49 laps/engine
9			Denny Hickey	Hudson	19 laps/accident
10			Fred McCarthy	C&B	Out
11			William Muller	Duesenberg	Out
NS			Dario Resta	Resta Special	accident

Chevrolet violated AAA rules pertaining to the passing of other cars on the upper side of the track when coming in to the pits, and was called in by the referee and censured, losing two laps.

1878 US Events

Green Bay-Madison, WI

16th-23rd July 1878 – 201 miles

1	F.Shomer/A.M.Farrand	Oshkosh	33:27:00, 6.01 mph
R	E.P.Cowles	Green Bay	mechanical
NA	F.E.Hibbard	Fond du Lac	
NA	J.E.Baker	Madison	
NA	Cross	Sun Prairie	
NA		Milwaukee	engine

The Wisconsin legislature of 1875 passed a law offering a bounty of $10,000 for the invention of an improved steam road wagon that could run two hundred miles on country roads at the rate of at least five miles per hour hauling a heavy road. The competition wasn't arranged until 1878 – the Governor appointed the following committee to test the competing machines and to make the award: George M.Marshall of Adams County, G.C.Olin of Jefferson County, and John M.Smith of Green Bay. The machines entered were named after the towns from which the competitors came.

The machines started from the corner of Broadway and Dousman in Green Bay, although only two of the six entrants turned up at the start. The Madison entry of Mr Baker was in fine working condition on the Saturday before the event, but it hadn't been shipped to the start in time. The Milwaukee's single cylinder failed to work properly and was scratched. The original start time was meant to be 9am, but it was delayed to 11am after the Green Bay went through a culvert, damaging its governor. The route was to follow the C&NW railway south to Janesbille, then to to Beloit and Madison.

When the competitors reached Oshkosh, the machines had to take part in a pulling contest, dragging around three tons from the Foster & Jones lumber mill to the Oshkosh fairgrounds. The Green Bay took an early leed, but when the Oshkosh pulled out to overtake, a wheel of the loaded wagon struck a hole on the outer edge of the road and broke the log chain attaching the wagon to the steam vehicle. A toggle was made to reattach the wagon, but on accelerating off a pin was broken and had to be repaired. After the delay, the commissioners decided that the loads just be hauled around the streets instead of to the fairgrounds, but the Oshkosh frightened a horse, and unable to effectively brake it veered sideways, hit the sidewalk and broke one of the front wheels.

The competitors then had to take part in a 1 mile sprint, which the Oshkosh completed in 4m35, and in which the Green Bay broke down during three separate attempts. Repairs were made to the Green Bay, and both lined up side by side to race each other. The Green Bay pulled away faster, getting a gap of a quarter of a mile until it closed on the finishing line and went bang, coasting to a halt and not moving. The Oshkosh passed it to complete the distance in 4m41. This would appear to be the first recorded race on a closed circuit between motorised vehicles.

The vehicles left Oshkosh at 5pm to Waupun, with the Green Bay encountering mechanical problems needing repairs. Outside of Fort Atkinson the Oshkosh took part in a ploughing trial on the farm of Mr Snell, ploughing most of a 60 acre field. It set out to Madison immediately afterwards and made it that night at 11pm. On Thursday morning the Oshkosh performed laps around the Capital Park. At the same time, the Green Bay was stuck in a ditch outside of Jefferson.

The Madison did eventually turn up, and was allowed to start late, joining the contest at Fort Atkinson. However, it later became stuck in mud.

1895 US Events

Times-Herald Expo Run

2nd November 1895- Chicago-Waukegan-Chicago: 151 km

1	19	Oscar Mueller	Mueller Benz	8:44:00, 15.8 kph
2	5	J. Frank Duryea	Duryea Motor Wagon	
NS	19	Henry Morris	Morris & Salom Electrobat II	Exhibited at start only
NS			Kane-Pennington Victora	Exhibited at start only
NS			Kane-Pennington Victora	Exhibited at start only

N.B.
1) Although there were about 100 entries, only two cars started.
2) The 2nd classified driver, J. Frank Duryea, did not finish the race. He slid into a ditch rather than collide with a horse-drawn wagon when a farmer turned in front of him.

Times-Herald Contest

28th November 1895– Chicago-Evanston-Chicago: 87 km

1	5	J. Frank Duryea	Duryea Motor Wagon	8h23m, 10.4 kph
2	19	Oscar Mueller	Mueller Benz	8h53m

Did Not Finish

		Haynes-Apperson	crash
7		Frederick Haas	Benz	abandoned
18		Henry Morris	Morris and Salom Electrobat	Did not complete full course
25		Harold Sturgess	Sturgess Lundell (electric)	Abandoned
22		Jerry O'Conner	Macy-Benz	Accident damage

N.B.
1) 31 entries, 6 starters.
2) Both finishers afterwards disqualified.
3) Owing to snowy conditions race distance reduced to 54 mile (87 km).
4) The two electric vehicles didn't plan to complete the full distance, as there weren't electric recharge points along the course.

1896 US Events

Cosmopolitan Road Race

30th May 1896 - New York-Irvington-New York: 100 km

1	1	J. Frank Duryea	Duryea	7h13m, 13.4 kph
2	2	Charles E. Duryea	Duryea	
R	3	E.B.Meekins	Duryea	lost wheel
R	4	Henry Wells	Duryea	
R	5	W.T.Brander	Roger Benz	mechanical
R	6	W.L.Crouch	Crouch-Booth	ignition

Providence Race

7th, 8th & 11th September 1896 - Rhode Island: ? km

Aggregate Result

1	Anthony L. Riker	Riker Electric	40.2 kph
2	Henry B. Morris/Adams	Electric Carriage	
3	J. Frank Duryea	Duryea	

N.B. - Aggegrate result based on three heats.

1898 US Events

Charles River Park, MA

9th November 1898– Cambridge: 1/3 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Stanley	Stanley Steamer	0:02:11
2 miles – Pursuit Race, Heat 1				
1		Skinner	De Dion-Bouton	
2 miles – Pursuit Race, Heat 2				
1			Whitney motor wagon	
2 miles – Pursuit Race, Heat 3				
1		Stanley	Stanley Steamer	
2 miles – Pursuit Race, Final				
1		Skinner	De Dion-Bouton	0:05:25

Run as part of the Mechanic's Fair. There was a manageability contest involving manoeuvring around strategically placed wooden stakes which were set close together – this was won by a Mr Skinner in a three-wheeled vehicle. A Riker electric wagon won the prize for brake efficiency. A hill-climbing contest was also run, and this was won by the Whitney motor wagon. One of the spectators at the event was quoted as saying "these events will become very popular within a few years".

1899 US Events

Belmont Driving Park, PA

28th July 1899 – 2 miles

FP	#	Driver	Car	Time
1		Jules Junker	Winton	0:07:38.25
2		Thomas P.Langton	General Electric	
R		W.H.Roach	Waverly Electric	1 mile

Held as part of a meeting featuring bicycle and horse racing. The race was scheduled to be one mile, but was extended to two miles on the day. Roach's Waverly punctured a tyre on the way to the track, and competed in this condition. There had been five entries, but only three turned up.
Langton led from the start, leading by about four car lengths from Junker until a mile and a half when it was overtaken by the Winton. Roach retired after reaching one mile, already being half a mile behind. In the final stretch Langton tried to use all of its reserve power, but the large hood caught the wind and Junker won by three car lengths.

Mount Washington, NH

31st August 1899 – 8 mile Hillclimb

1	Freelon O. Stanley	Stanley Steamer 6 hp	2h10m00.0

Williams Track, IL

4th October 1899 – Galesburg: 50 miles (1 mile x 50 laps)

FP	#	Driver	Car	Time
1		Albert J.Gales	Winton	42m18s, 15 miles
2		F.D.Snow	Duryea	

Snow was driving the same 1200 lb, 4 hp car which won the Cosmopolitan race in 1896. The other car, owned by Dr E.V.D.Morris, was a gasoline powered vehicle which weighed 1400 lbs and was of 5 or 6 hp.
The race, originally scheduled for 100 miles, was for a wager of $2000 between Snow and Morris, but Snow almost didn't make it to the track. He drove his car from Wyoming, and when near West Jersey had an accident and was thrown headfirst into a hedge with his fellow companion C.L.Turner, but both escaped with only minor bruising. Snow's car broke its axles, and the rest of the journey to Galesburg was made in a lumber wagon.
The race started at 15:30, with Albert J.Gales and E.C.Collins in Morris' car, and C.L.Turner alongside Snow. After 15 miles the race was halted when Snow came to a halt at the judges stand and announced that his car was permanently disabled due to a sparker breaking off in a cylinder. The terms of the race stated that the disabling of a vehicle resulted in the forfeiture of the prize money, so Dr Morris won. Note that other sources claim that the winning time was 43m54.

Other Matters of the Year

- The Strollers, a social and dramatic club in New York, held an entertainment night in the Weber and Fields music hall, and according to early press coverage threatened to hold an automobile race from the clubhouse at 1424 Broadway to Manhattan Beach at 5am on the 16th June, the following morning. The race did not take place.

- The Philadelphia Consulate of the League of American Wheelmen ran a meeting on the 1st July at the Tioga track in Philadelphia. Although the bicycle races took place, the advertised automobile race was called off after the American built vehicle turned up, but the French built one did not. The American built vehicle ran an exhibition mile, but no time was taken.

- Ferdinand Charron of Paris challenged Alexander Winton of New York to a race between Chicago and New York over a course of 1000 miles of less to be run between the 1st and

22nd August 1899. $4000 was posted by both drivers to cover the wager for the event. It would seem as though the race didn't take place, as Alexander Winton, together with Charles B.Shanks, were to carry a message by car for General Anderson, Commander of the Department of the Lakes in Chicago, to General Wesley Merritt, Commander of the Department of the East in New York. They were to start of the 19th August, and finish six days later. The aim was to demonstrate the utility of the automobile for carrying messages in time of war.

- An automobile exhibition was held at Tattersall's, Chicago, on the 28th-29th September. The Woods company entered six vehicles, which were run around the track at speed, although untimed. Arranged by the Arena Athletic Club, it was planned to hold a race from Chicago to Milwaukee and back, with C.E.Woods promising to enter. This race did not happen, although Woods did plan to make the trip anyway on the 7th October to establish regular automobile routes, a kind of early automobile bus service.

- An automobile race was advertised for the Onondaga County Fair at Kirk Park, NY, on the 2nd October. It is not known if the race took place.

1900 US Events

New York, NY

31st March 1900 - 26 mile point-to-point

FP	#	Driver	Car	Time
1		S.T.Davis	Locomobile Steamer	1:17:33, 20.12 mph
2		C.S.Weston	Winton	1:25:03
3		David W.Bishop	Winton	1:27
4		George F.Chamberlin	Winton	1:29
5		Albert C.Bostwick	Winton	1:34
6		A.R.Shattuck	Gasmobile	1:45
7		Dave Morris	Locomobile Steamer	1:50
8		J.C.McCoy	Gasmobile	2:13
9		G.I.Scott	De Dion	2:30
10		Andrew L.Riker	Riker Electric	2:35

N.B. - Started at Waldorf-Astoria Hotel in New York City and ended at Ardsley on Hudson, NY. All cars carried mechanicians.

Springfield-Babylon, LI, NY

14th April 1900 - 50 mile road circuit

FP	#	Driver	Car	Time
1	1	Andrew L.Riker	Riker Electric	2:03:30, 24.29 mph
2	15	S.T.Davis Jr	Locomobile Steamer 4.5	2:18:27
3	8	Alexander Fischer	Gasmobile 5	2:30:01
4	5	David Wolfe Bishop	Winton 6	2:38:08
5	4	Albert C.Bostwick	Winton 6	2:46:40
6	12	George F.Chamberlin	Winton 6	2:48:42
7	10	C.J.Field	De Dion Bouton	3:12:54
8	9	William H.Hall	Locomobile Steamer 5	Out/42 miles
9	13	Dave H.Morris	Steamer 5	Out/38 miles
	2	A.R.Shattuck		
	3	Jefferson Seligman		
	6	V.Everit Macy		
	7	J.C.McCoy		
	11	C.F.Weston		
	14	Le D.Langdon Barber		

Route was Springfield to Babylon and back. A motor tricyclist ridden by C.H.Tandemann left the start at the same time as Riker, and completed the course in 1:57.48.

Red Bank, NJ

30th May 1900 – 1.5 miles (0.5 miles x 3 laps)

FP	#	Driver	Car	Time
1		Frank C.Storck		0:04:45
2		Ely Kirby		

Part of the Decoration Day celebrations by the Red Bank Wheelmen. The car driven by Kirby was owned by L.Thompson.

New York-Philadelphia, NY-PA

30th May 1900 – 110 miles

An automobile race was run by Dr William T.Jenkins, former health officer of New York, and John Brisben Walker, editor and proprietor of the Cosmopolitan magazine. It started at the Waldorf Astoria Hotel in New York, and went to the Hotel Bellevue in Philadelphia, going through Jersey City, Elizabeth, Plainfield, Meluchen, New Brunswick, Franklin Park, Princeton, Trenton, Tullytown and Bristol. When the race took place, Bristol was bypassed due to the state of the Bristol pike. It is not known who won.

Newton, MA

6th June 1900 – Boston: 13 miles

FP	#	Driver	Car	Time
1		Charles Boyden		0:21:15
2		Ayer Boal		

Five "horseless carriages" owned by Harvard students participated in this race which took place between 5am and 6am in the morning, going from Chestnut Hill to Norumbega Park and back over the Newton Boulevard. The problem was that the proper race permit hadn't been issued, although the organisers told the competitors that they had one. Thus the local police lay in ambush, and arrested Charles Metz II of the Waltham Manufacturing for speeding.

Davenport, IO

19th July 1900 – Davenport Mile Track

FP	#	Driver	Car	Time
1		Baron Otto Von Schaegler		
NS		J.Bert Richardson	Locomobile	

Originally scheduled for the 17th, it was postponed due to the non-arrival of Richardson's car. Richardson's car was still under repair on the 19th, so Charles Moore on a bicycle contested the race instead, and both he and the Baron finished heat 1 in a "dead heat", completing the mile in 2:31.5. The second heat was won by the car in 2:03.25. Schaegler was accompanied by his wife and his brother-in-law Will H.Conniff.

Warren-Conneaut Lake, OH

25th July 1900

The Committee on sports for the Merchants picnic at Conneaut Lake arranged an automobile race from Warren to Conneaut Lake for a prize of $20 as part of their festivities. Although it is known that the race was scheduled, it is not known if the race actually took place.

Branford Driving Park, CT

25th-26th July 1900

FP	#	Driver	Car	Time
25th July: 5 miles – Tricycles, Heat 1				
1		Charles S.Henshaw		0:09:10.8
2		Harold Brown		0:10:09.0
3		Charles W.Miller		no time
25th July: 5 miles – Tricycles, Heat 2				
1		Kenneth Skinner		0:08:31.0
2		C.G.Wridgeway		0:09:35.0
3		H.K.Bird		
25th July: 5 miles – Four-wheeled motor vehicles, Heat 1				
1		H.P.Maxim		0:10:49.0
2		H.C.Esslystein		0:13:44.6
3		C.O.Reichert		
25th July: 5 miles - Four-wheeled motor vehicles, Heat 2				
1		T.E.Griffin		0:10:37.0
2		E.A.McDuffie		
25th July: 5 miles - Four-wheeled motor vehicles, Heat 3				
1		Kenneth A.Skinner		0:15:47.0
2		Harold Brown		

A heavy thunder shower curtailed racing on the 25th, with the motor tandem race postponed – this was meant to be the feature race of the day. There were 150 cars entered, but only 20 competed. The US Press called this event "the first international automobile tournament in the US." Rain also washed out the racing on the 26th, and the races were postponed indefinitely.

Aquidneck Trotter Park, RI

6th September 1900

5 miles (0.5 miles x 10 laps) – Tricycles, Heat 1

1	Kenneth A.Skinner	De Dion	0:10:30
2	J.B.Oiscloto		

5 miles (0.5 miles x 10 laps) – Tricycles, Heat 2

1	Charles S.Henshaw		0:09:52
2	Royal Phelps Carroll		

5 miles (0.5 miles x 10 laps) – Tricycles, Final

1	Kenneth A.Skinner	De Dion	0:09:12
2	Charles S.Henshaw		

5 miles (0.5 miles x 10 laps) – Electric vehicles, Heat 1

1	Mrs Hermann Oelrichs		
NS	Knight Neftel		
NS	Clarence Dolan		

5 miles (0.5 miles x 10 laps) – Electric vehicles, Heat 2

1	A.L.Riker		0:10:44
2		N.E.Electric Vehicle	

5 miles (0.5 miles x 10 laps) – Electric vehicles, Final

1	A.L.Riker		0:13:05
2	Mrs Hermann Oelrichs		

5 miles (0.5 miles x 10 laps) – Gasoline vehicles, Heat 1

1	William Vanderbilt Jr	Daimler	0:08:58.5
2	Alexander Fisher		

5 miles (0.5 miles x 10 laps) – Gasoline vehicles, Heat 2

1	David De Wolfe		

5 miles (0.5 miles x 10 laps) – Gasoline vehicles, Final

1	William Vanderbilt Jr	Daimler 28 HP	0:08:53.5
2	David De Wolfe		

5 miles (0.5 miles x 10 laps) – Steam vehicles, Heat 1

1	S.Davis		no time
2	John Jacob Astor		

5 miles (0.5 miles x 10 laps) – Steam vehicles, Heat 2

1	J.H.McDuffee		0:10:56
2	George L.Scott		

5 miles (0.5 miles x 10 laps) – Steam vehicles, Final

1	J.H.McDuffee		0:10:05
2	S.Davis		

5 miles (0.5 miles x 10 laps) – Final

1	William Vanderbilt Jr	Daimler 28 HP	0:08:54
2	Kenneth Skinner	De Dion	
3	A.L.Riker		

The winners of all of the previous classes took part in the final.

William Vanderbilt Jr had intended to hold the event on Ocean Drive in Newport, but protests from the local cottagers convinced the Police Commision to refuse permission to hold the event. Vanderbilt and C.D.Peckham, the manager of the Newport branch of the Locomobile Company, then selected Aquidneck Park in Portsmouth as a replacement.

Ingleside, CA

9th September 1900 – 1 mile dirt oval

FP	#	Driver	Car	Time

1 mile - Final

1		M.R.Eckett		0:02:09.6

2	E.A.Boeseke		

Part of the celebrations of the fiftieth anniversary of the admission of California into the Union, also known as Admission Day.

Rochester Fairgrounds, NH

14th September 1900

Part of the Rochester Fair. There was an automobile race held, with one of the gasoline powered cars catching fire at the finish - the flames enveloped the whole car.

Guttenberg, NJ

18th September 1900

FP	#	Driver	Car	Time
5 miles - Gasoline cars				
1				0:10:10.8

The car which won this race was owned by Victor Sorchan, but was driven by an unknown professional driver. There were at least two other gasoline cars at meeting, owned by James F.D.Lanier and Sidney Dillon Ripley.

These races were held as part of the Tri-State Fair at Guttenberg. There were 10 events, with Albert C.Bostwick and his $13,000 car entered in four events. An electric charging station was specially built for the electric vehicles competing. Albert Bostwick covered five miles in 7m43.5, and Bishop covered the same distance in 8m30.8. A.L.Riker, in an electric car, covered four miles in 7m32.

Taunton Fairgrounds, MA

19th September 1900

Part of the annual cattle show and fair of the Bristol County Agricultural Society. An automobile event was held between four contestants all in gasoline powered vehicles, and was won by John H.Eldridge. He won two heats easily, after which no-one wanted to compete against him.

Washington Park, IL

20th September 1900 – Chicago: 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile - Steam cars, Open				
1		T.E.Griffin		0:01:30.0
2		H.S.Eisselstyn		
3		Jack Casper		
1 mile - Gasoline cars, Open				
1		A.J.Eddy		0:02:19.25
1 mile - Electric cars, Open				
1		C.A.Lindstrom		0:02:34.0
10 miles - Free for all				
1	1	Alexander Winton	Winton Bullet	0:16:02.2
2		Kenneth Skinner		
3		Albert Champion		
5 miles - Motor tricycles				
1		Kenneth Skinner		0:07:23.4
2		Albert Champion		
50 mile record run				
	1	Alexander Winton	Winton Bullet	1:17:50, 46.15 mph

	Kenneth Skinner		accident
	Albert Champion		1:00:52.6

There was a dispute regarding the eligibility of tricycles to compete in this event, so the tricycles started once Winton had finished his run. They were faster….

50 miles – Motor tricycles

1	Albert Champion		1:15:57.4
2	Kenneth Skinner		

10 miles – Steam vehicles

1		Locomobile	0:21:13
2		Milwaukee Auto Co	8 miles/out

10 miles – Gasoline vehicles

1	Albert Champion		0:14:21.2
2	Kenneth Skinner		0:14:21.4
3	Alexander Winton	Winton Bullet	0:16:17.6

The two tricycles started the race after Winton had completed 3 miles.

20 miles – Combination race

1	Albert Champion		0:07:27.4/6 laps
2	Kenneth Skinner		1 lap/out

This race was for the winners of the 10 mile steam and gasoline races. Only Champion and Skinner started, and after Skinner dropped out at the end of lap 1, Champion was allowed to complete 5 miles on his own amd then declared winner by default.

2 miles – Women's Race

1	Miss Jeanette Lindstrom
2	Miss M.E.Ryan

Winton also challenged Albert Bostwick to a race of 100 miles or less at the same meeting, but Bostwick declined. Bostwick was the Chairman of the Committee on Runs and Races of the Automobile Club of America.
An obstacle race was also held, with man-sized dummies placed for the cars to manoeuvre around. This was won by T.E.Griffin, with O.M.Collins second, and W.A.Boal third.

Trenton, NJ

24th September 1900 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Albert C.Bostwick	Winton	0:11:58, 25.06 mph
2		Percy Owen	Winton	0:12:02
10 miles				
1		S.T.Davis	Locomobile Steamer	0:20:20, 29.50 mph
2		Albert C.Bostwick	Winton	7 laps/Out

Part of the Jersey Interstate Fair. There were to be six events in total: three events of five miles for Gasoline, Steam and Electric vehicles; a 10 mile free-for-all for cars; a 10 mile race for De Dion tricycles; a 10 mile race for members of the Automobile Club of America and "kindred organisations" for anything on wheels. Entrants included David Wolfe Bishop and A.L.Riker.

Reading, MA

29th September 1900

FP	#	Driver	Car	Time
2 miles				
1		L.F.Leftel		0:05:24

Part of the annual fair and cattle show of the Middlesex East Agricultural Association.

Frederick Fairgrounds, MD

10th October 1900 – ½ mile dirt oval

1 mile – Time Trial

1	Hargett	0:03:16

Run during the Frederick Fair by the Frederick County Agricultural Society. Hargett was President Hargett of the Society.

Attleboro Fairgrounds, MA

13th October 1900

FP	# Driver	Car	Time
3 miles – Match Race			
1	Dr A.R.Crandall		0:07:14
3	Miles Carter		
3 miles – Match Race			
1	Frank A.Talbot		0:08:20
4	Dr C.S.Holden		
3 miles – Match Race			
1	Edward Bliss		0:07:26
2	A.M.McWhinnie		
3 miles – Match Race			
1	Dr F.C.Burnett		0:09:38
2	James E.Blake		
1 mile – Match Race			
1	Frank Talbot		0:02:09.5
2	Edward Bliss		
1 mile – Exhibition			
1	Frank Talbot		0:02:03

Arranged by the granges of Attleboro, Norton and Rehoboth. A grange is in US terminology a lodge of the order of Patrons of Husbandry.

Los Angeles, CA

24th October 1900

FP	# Driver	Car	Time
2 miles – Electric vehicles			
1	Hall		0:08:03
2	Cowan		
3 miles – Steam vehicles			
1	E.A.Broescke		0:07:53
2	H.C.Turner		
3	Guy L.Hardison		
4	E.S.Off		1 lap/out

The cars started and finished in the same order, and maintained the same order throughout except for the end of lap 2, when Turner managed to get ahead of Broescke.

These races were held on a horse race track in conjunction with horse races and an agricultural exhibition. It is not known exactly which track though….

Madison Square Gardens, NY

8th November 1900

FP	# Driver	Car	Time

40 yard drag – Gasoline vehicles

1	Gasmobile	0:00:16.2
?	?	broke chain

The auto race followed a series of novelty steam tricycle races. Vehicles were set off on individual runs against the clock.

Other Matters of the Year

- A race was organised for Riverside, CA, on the 20th April. Five automobiles were entered, three from Los Angeles, one from Riverside and one from Redlands. It is not known if it took place.

- A handicap automobile road race was planned for Memorial Day, 27th May, in Fort Wayne. Harry Meyer, Marion Black, Wolfe & Dessauer and E.A.Barnes all had entries. Details of the race results have not been found.

- An advert was placed in the Delphos Daily Herald for July 4th celebrations for "Van Wert Celebrates a round of unparalleled amusement", which included automobile and bicycle races. It is not known whether they took place.

- An advert in the Salt Lake Mining Review of Utah advertised an automobile race for the 4th July to be held at the Salt Palace. It is not known whether the race took place.

- An automobile race was planned for the Smethport, PA, July 4th celebrations. It is not known if the race took place.

- The Sir Charles Napier Lodge, No 33, Sons of St George held its annual picnic on the 6th August at the Trenton Driving Park, NJ. A feature of the day was to be an automobile race – it is not known if it took place.

- The Los Angeles Times of the 11th August announced that there were to be a series of automobile races at the state fair. It is not known if they took place.

- The Delphos Daily Herald (OH) of the 30th August reported that an automobile race was to take place at the Putnum County Fair.

- An automobile race was announced for the Concord State Fair in New Hampshire in September. It isn't known whether this took place.

1 David Wolf Bishop Jr arrived in Newport, RI, just before the 3rd September in a similar car to that of William Vanderbilt Jr, and challenged him to a race. Rather than hold it at Aquidneck Park, they held their race over a ten mile course whose location was undisclosed. However, the times were reported – Vanderbilt won in 12m10s, and Bishop was 2nd in 13m05s.

2 The Canton Young Men's Christian Association's postponed Labor Day races were run at the Canton Fairgrounds, Ohio, on the 11th September. The automobile race, in which S.Burd of nearby Massillon was entered, was abandoned.

3 An automobile race was scheduled for the Guernsey County Fair at Washington DC, which was held around the 27th-30th September. Joe Montoney was due to take part.

1901 US Events

Piedmont Park, GA

10th-11th April 1901

```
FP  # Driver                Car                         Time

10th April: 5 miles, Heat 1
 1    H.M.Ashe              steamer                     18 minutes!
 2    "Unknown"             steamer
```

This was originally scheduled as a match race between H.M.Ashe and H.T.Davies for a side bet of $100, but it was announced just before the race that Davies' car had not arrived, so he rode with Ashe instead, and another steamer took the start driven by two unknown men. Ashe won.

```
10th April: 5 miles, Heat 2
 1    H.M.Ashe              steamer
 2    "Unknown"             steamer
```

After some barracking from the crowd at the start of this race, the final "heat" wasn't run.

A three mile race was also scheduled for the 11th April.

1st Long Island Automobile Club Endurance Run

20th April 1901 – 100 miles

#	Entrant	Car	Driver	Remarks
	Gasmobile		Fred Walsh	100 pts
	Haynes Apperson	Haynes Apperson	Edgar Apperson	100 pts
	Holyoke			99 pts
	?			98 pts
	Barratt?			98 pts
	Electric Vehicle Co			97 pts
	Olds Automobile Co			91 pts
	Daimler (Delivery)			90 pts
	Automobile Co. of America	Gasmobile	Charles Meyer	Disqualified (exceeded 15 mph speed limit)
	Gasmobile	Gasmobile	I.M.Upperon	Disqualified (exceeded 15 mph speed limit)
	Automobile Co. of America			Did Not Finish
	De Dion	De Dion	C.J.Field	Did Not Finish
	De Dion			Did Not Finish
	De Dion			Did Not Finish
	De Dion			Did Not Finish
	Kros?			Did Not Start
	? Automobile Co			Did Not Start
	Long Island Motor Vehicle Co			Did Not Start
	Hambrooke Motor Co			Did Not Start
	Winton			Did Not Start
	?? and Storage Co			Did Not Start
	Winton			Did Not Start

This was perhaps the first endurance contest ever held in the US, and was run by the Long Island Automobile Club. Starting from Pettit's Hotel in Jamaica, the cars started at two minute intervals and went through Flushing, Bayside, Manhasset, Port Washington, Roslyn, Glen Cove, Locust Valley, Oyster Bay, East Norwich, Jericho, Massapequa, Freeport, Mineola, Albertson, Lake Success, Hyde Park, Queens, Hempstead, Lynbrook, Springfield, Queens, and back to Jamaica. A hill climb at Roslyn Hill also took place, with three cups offered by C.J.Field for three classes, one for cars below 1000 lbs in weight, one for cars from 1000-2000 lbs, and one for cars over 2000 lbs. C.J.Field's De Dion was the fastest climber, covering the 1500 feet of 8% grade in 1m48. Rain set in just after the start of the run.

Agricultural Park, CA

7th May 1901

FP	#	Driver	Car	Time

The entrants were listed for this event, but the result are somewhat harder to come by. The following races were planned, together with the entrants:

3 miles – Open

Otheo C.Duryea	gasoline
W.M.C.Jones	gasoline
Harry C.Turner	steamer
F.E.Olds	steamer
R.D.Holabird	steamer
E.A.Boeseke	steamer

1 mile – Time Trial for steamers (against 2 minutes)

R.D.Holabird
E.A.Boeseke
Harry C.Turner
F.E.Olds

1 mile – Single seater automobiles, Open

Otheo C.Duryea
R.D.Holabird
H.C.Turner
Sam Theis
E.A.Boeseke
W.M.C.Jones

1 mile – Doctors race

Dr A.F.Schiffman
Dr A.C.Thorpe
Dr C.F.Taggart
Dr C.A.Sanborn

2 miles – Gasoline Motorcycle and Tricycle Handicap

R.C.Hamlin	motorcycle
F.G.Lacy	motorcycle
W.W.Hatton	motorcycle
R.H.Gaylord	tricycle

An advert by Locomobile in the following days newspapers stated that a Locomobile completed one mile in 1m38.5, and twenty minutes later completed another mile in 1m36.4, "thus breaking the world's track record for any kind of motor vehicle".

The meeting was organised by the Automobile Club of Southern California.

Agricultural Park (San Jose), CA

15th May 1901

FP	#	Driver	Car	Time

1 mile – Record Attempt

1		W.S.Arnold		0:01:34.8

Arnold wished to break the record set at Agricultural Park in Los Angeles a week earlier. The attempts were first of all made at Cyclers' Park in San Jose, a cement track built for cycling. After two attempts he decided that the circuit was unsuitable, and he and the crowd moved to Agricultural Park for the third attempt.

Brookline Country Club Track, MA

15th June 1901

FP	#	Driver	Car	Time

2.5 miles - Electric Pleasure Vehicles

1		Andrew L.Riker	Riker	0:09:17.6, 16.14 mph

2	F.E.Queeny	Columbia	0:10:38

5 miles - Electric Vehicles

1	Adams	Columbia	0:09.07.4, 32.88 mph
2	Andrew L.Riker	Riker	0:09:08.4

5 miles - Steam Vehicles, two passengers

1	T.E.Griffin	Locomobile	0:12:41.0, 23.65 mph

5 miles – Steam Vehicles, four passengers

1	H.McLaughlin		0:16:09

5 miles – Gasoline Pleasure Vehicles, for club members only

1	J.T.Robinson Jr		0:12:31.4

5 miles - Steam, Race Cars

1	T.E.Griffin	Locomobile	0:11:42.4, 25.63 mph

5 miles – Gasoline Tricycles

1	Kenneth Skinner	De Dion-Bouton	0:08:30.8
2	Sanborn		0:09:02.8

5 miles - Gasoline Vehicles and Quadricycles less than 1000 lbs

1	Kenneth Skinner	De Dion-Bouton	0:09:34
2	H.F.Brown	Autocar	0:11:46

5 miles – Gasoline Vehicles, 1000-2000 lbs

1	Louis Francaise	DeDion-Bouton	Finished

5 miles - Gasoline, Over 2000 pounds

1	J.T.Robinson Jr		0:11:15, 26.67 mph

5 miles – Invitational (winners of previous three races)

1	Adams/Alden	Columbia	0:08:47.8, 34.10 mph
2	Kenneth Skinner	DeDion-Bouton	0:09:35.0

Texas State Fairgrounds, TX

4th July 1901 – Dallas: 5 miles

FP	#	Driver	Car	Time
•		L.S.Thorne		
2		H.D.Raff		

Thorne was the third vice president and general manager of the Texas and Pacific Railroad.

Elkwood Park, NJ

5th July 1901

FP	#	Driver	Car	Time

3 miles - Exhibition

		Alfred C.Bostwick		0:03:52.5

Bostwick set a world record 1 mile time of 1m16.75 on the second lap of this demonstration.

5 miles – For 5 hp De Dion Bouton machines

1	P.Gillett	De Dion Bouton	0:18:43.2

This race finished in a downpour which affected every entrant. The electic storm caused the postponement of all other events.

Davenport Mile Track, IO

12th July 1901

FP	#	Driver	Car	Time

1 mile – Heat 1

1	Emil & Louis Wiese	"Canary"	0:02:38.5
2	William Stewart	"Maple City"	
3	H.H.Leonard	"Colorado"	
4	J.W.Buck	"Red Ghost"	

1 mile – Heat 2

1	William Stewart	"Maple City"	0:02:30.5
2	Emil & Louis Wiese	"Canary"	
3	J.W.Buck	"Red Ghost"	
4	H.H.Leonard	"Colorado"	

1 mile – Heat 3

1	William Stewart	"Maple City"	0:02:27.0
2	H.H.Leonard	"Colorado"	
3	Emil & Louis Wiese	"Canary"	
4	J.W.Buck	"Red Ghost"	

Aggregate - $50 Purse

1	William Stewart	"Maple City"
2	Emil & Louis Wiese	"Canary"
3	H.H.Leonard	"Colorado"
4	J.W.Buck	"Red Ghost"

Also entered for the meeting was Dr Smith of McCausland, who agreed to race providing that his patients did not need his services that afternoon – it would seem that they did. Also entered beforehand was R.H.Taylor of Geneseo, who didn't turn up. All of the machines were steamers which used gasoline as fuel.

Elkwood Park, NJ

18th July 1901

FP	# Driver	Car	Time
5 miles – De Dion Tricycles			
1	Jefferson Seligman	De Dion Bouton	0:11:58

Part of a sports carnival organised by the Gentlemen's Driving and Field Club of Monmouth County.

Rogers Park, IL

27th August 1901

FP	# Driver	Car	Time
¾ miles – Heat 1			
1	A.L.Plamondon		0:00:52
2	John E.Scully		
¾ miles – Heat 2			
1	A.L.Plamondon		0:00:42.75
•	John E.Scully		

Originally scheduled for the 22nd August as part of the oldtime county fair organised by the North Shore County Fair Association.

Aquidneck Trotter Park, Newport, RI

30th August 1901

FP	# Driver	Car	Time
5 miles - Gasoline, Heat 1			
1	Foxhall Keene	Mors	0:08:02, 37.34 mph
2	David W.Bishop	Mors	0:08:08
5 miles - Gasoline, Heat 2			
1	William K.Vanderbilt	Mercedes	0:07:43, 38.87 mph
2	William Murray	Winton	0:07:46

5 miles - Gasoline, over 12 hp, Final

1	William K.Vanderbilt	Mercedes	0:07:36, 39.47 mph
2	Foxhall Keene	Mors	0:07:40

10 miles - Championship, Final

1	William K.Vanderbilt	Mercedes	0:15:23, 39.00 mph
2	Kenneth Skinner	DeDion-Bouton	20 laps
3	Alexander Fischer	Gasmobile	20 laps
R	J.M.Hamilton		
R	O.H.P.Belmont		

3 miles - Electric Vehicles

1	Allan Blanding	6 laps
R	Lispenard Stewart	
R	Dennison Hatch	

3 miles - Steam Vehicles, Heat 1

1	J.McMillan Hamilton	0:06:25.5
2	Baron DeMoroques	
3	John Jacob Astor	
R	Paul Fosdick	

3 miles – Steam Vehicles, Heat 2

1	John W.Howard	0:06:20
2	I.A.Mitchell	
3	Henry Howard	
4	Paul Demming	

3 miles - Steam Vehicles, Final

1	J.McMillan Hamilton	6 laps
DQ	John W.Howard	pushed over finish line

Howard pushed his car over the finish line in 1st place, but was disqualified on the grounds that a car must finish under its own power.

Gasoline, under 13 hp, Heat 1

1	F.Walsh	0:06:06.25
2	F.H.Benedict	
3	H.L.Willoughby	

Gasoline, under 13 hp, Heat 2

1	Alexander Fisher	0:06:45
2	Louis Stein	
R	George McFadden	

Gasoline, under 13 hp, Heat 3

1	E.Gray Dinsmore	by default

Gasoline, under 13 hp, Heat 4

1	C.Macey	0:06:17.25
2	J.L.Breeze	
3	I.T.Burden Jr	

Gasoline, under 13 hp, Heat 5

1	Kenneth Skinner	by default

5 miles - Gasoline, under 13 hp, Semifinal

1	Alexander Fisher	0:09:40
2	E.Gray Dismore	
R	Kenneth Skinner	

5 miles - Gasoline, under 13 hp

1	Alexander Fischer	Gasmobile	0:09:37, 31.20 mph
2	E.Gray	Dinsmore	10 laps
R	C.Macey		

Heat 6 was for the winners of the first, second and fifth heats. The winners of the third, fourth and sixth heats ran in the final.

5 miles - DeDion 5 hp Voiturettes

1	Oliver Belmont	DeDion-Bouton	0:07:35.2
2	William K.Vanderbilt	DeDion-Bouton	6 laps
3	Kenneth Skinner	DeDion-Bouton	
R	Augustus Jay	DeDion-Bouton	
R	J.R.Livermore	DeDion-Bouton	

This race meeting underwent a difficult gestation. Originally to be held on Ocean Avenue, permission to hold the race was granted on the 7th August inspite of protests by Theodore M.Davies, Samuel E.Huntington and Alexander Agassiz, owners and occupants of houses along the route. A petition had been submitted to the council asking for permission signed by Mrs Hermann Oelrochs, Augustus Jay, Mrs Clarence H.Mackay, Mrs John R.Drexel, C.W.Dolan, W.A.M.Burden, Roderick Terry Jr, Center Hitchcock, De Lancey Kane, Lispenard Stewart, C.L.F.Robinson, John R.Livermore, H.O.Havemayer Jr, Stuyvesant Leroy, I.Townsend Burden, W.K.Vanderbilt Jr, W.D.Hatch, Richard Peters, Virginia Vanderbilt, Mrs John Clinton Gray, Woodbury Kane, George B.De Forest, Royal Phelps Carroll, H.H.Hunnewell Jr, Arthur T.Kemp, Oliver H.P.Belmont, Reginald Vanderbilt, Harry Payne Whitney, Reginald Brooks, L.L.Lorillard, M.Orme Wilson, Mrs E.Rollins Morse, Thomas G.Cushing and a large number of the businessmen of the city. The petition was known as the Oelrichs petition.
Although permission was granted to hold the race, as it was impossible to close the road completely under existing law, it was requested that the drivers of the cars drive on one side of the avenue and in one direction only. The intersecting streets were to be policed by the American Automobile Association, and all drivers were to sign an agreement before starting stating that they would pay all damages caused by them during the race.
It was decided to have the the start and finish of the race in front of Crossways, the villa of Stuyvesant Fish, and went around the drive and across Carroll Avenue. Red danger flags were to be placed at all roads. However, some locals weren't happy and they appealed the original granting of the petition. On the 26th August Judge Wilbur in the appellate division of the supreme court granted a temporary injunction restraining the National Automobile Association and others from holding races on Ocean Avenue, and on the 28th he granted an indefinite extension to the injunction. As a result, the races were moved to Aquidneck Park, a venue less suited to the big cars of Vanderbilt, Keene and Bishop.

Woodland Fairgrounds, CA

31st August 1901

An automobile race was scheduled as part of the Woodland Fair between Mr Stephens and John S.Craig. Stephens' car broke down, so Craig gave a 3 mile exhibition run instead. The first mile was completed in 2m22, the second in 2m22.5, and the third in 2m24.5 for a total time of 7m09.

Lewiston Fairgrounds, MO

5th September 1901

FP	#	Driver	Car	Time
1 mile - Heat 1				
1		W.G.Buckman		0:02:02
2		F.O.Bailey		
3		A.O.Lombard		
NS		S.H.Barrett		too slow
NS		F.O.Bailey (second entry)		broke chain
1 mile - Heat 2				
1		W.G.Buckman		0:01:55.75
2		A.O.Lombard		
3		F.O.Bailey		
Aggregate - $250 purse				
1		W.G.Buckman		
2		A.O.Lombard		
3		F.O.Bailey		
1 mile - Exhibition				
		F.O.Bailey		0:01:51

Although the race took place, the headline news was the shooting dead of George W.Thornton of Chesterville. He was standing just outside of the fairgrounds when he was hit by a 22 caliber bullet – an unknown lady in the shooting range had missed the target and fired wide, the bullet passing through the fence behind.

Chicago-Buffalo, IL-NY

7th-15th September 1901 – 571 miles

Route:

Saturday 7th: Chicago to Laporte (69 miles), via Hammond, Hessville, Glen Park, Hobart, Crocker, Chesterton, Burdick, Otis and Durham.

Sunday 8th: Laporte to Ligonier (71 miles), via Prairie, New Carlisle, Terre Coupee, Warren, South Bend, Mishawaka, Osceola, Elkhart, Dunlap, Goshen and Millersburg.

Monday 9th: Ligonier to Napoleon (81 miles), via Newaka, Brimfield, Kendallville, Corunna, Sedan, Waterloo, Butler, Edgerton, Melburn, Bryan, Glenburg, Evansport and Domerville.

Tuesday 10th: Napolean to Toledo (41 miles), via Grand Rapids, Bailey, North Washington, Presque Isle and Perrysburg.

Wednesday 11th: Toledo to Norwalk (64 miles), via Stony Ridge, Lemoyne, Elmore, Lindsey, Fremont, Clyde, Bellevue and Monroeville.

Thursday 12th: Norwalk to Cleveland (55 miles), via Collins, Wakeman, Kipton, Oberlin, Elyria, Town Line, North Ridgeville, County Line, Olmstead, South Dover and Rock River Bridge.

Friday 13th: Cleveland to Conneaut (70 miles), via Case Avenue, Glenville, Coits, Collinwood, Nottingham, Noble, Wickliffe, Rush Road, Willoughby, Reynolds, Mentor, Helsley, Painesville, Lane, Perry, Madison, Unionville, Geneva, Baybrook, Ashtabula, Kingsville and Amboy.

Saturday 14th: Conneaut to Dunkirk (79 miles), via Springfield, Girard Junction, Girard, Fairview, Swanville, Erie, Wesleyville, Moorhead, North East, State Line, Ripley, Westfield, Portland, Brocton and Van Buren.

Sunday 15th: Dunkirk to Buffalo (41 miles), via Waites Crossing, Silver Creek, Irving, Farnham, Angola, Derby, North Evans, Wanakah, Bay View and West Seneca.

Known entrants:
Charles E.Bartley
H.M.Brinkerhoff (Secretary of the club)
E.F.Brown (Vice President of the club)
J.B.Burdette
L.C.Fuller
H.M.Grant
C.H.Gucker
C.Jeffrey
J.E.Keith
W.E.Mack
A.J.McDuffie
S.A.Miles
Robert Shaw
Robert Tarrant
C.H.Tucker

There were a number of people who planned to go only as far as Laporte. Some of these were:
R.A.Arnold
J.W.Bate
T.C.Donald (President of the club)
W.J.Eldridge
Joseph Gunther
Irving R.Hall
W.L.Hubbard
C.L.Komen
James Levy
F.X.Mudd
Paul Pickard
Dr Milton B.Pine
J.D.Porter
W.B.Sargent
B.F.Schlesinger.

A run by the Chicago Automobile Club to the Buffalo Exposition. The club announced that this was to be purely a leisure trip, and that no attempt would be made to break any records.

New York-Buffalo, NY

9th-14th September 1901 – 500 miles

Route:

September 9th:	New York-Poughkeepsie
September 10th:	Poughkeepsie-Albany
September 11th:	Albany-Herkimer
September 12th:	Herkimer-Syracuse
September 13th:	Syracuse-Rochester
September 14th:	Rochester-Buffalo

A special hill-climbing contest was planned for Monday 9th September on Nelson Hill, about three miles north of Peekskill.

Selected entrants:

Apperson	
Dr Herman B.Baruch	
C.Arthur Benjamin	
David Wolfe Bishop	Panhard
Albert C.Bostwick	
Henry K.Browning	
William H.Browning	
Bythams	
Louis S.Clarke	
Curtis	
Paul Deming	Steamer
Dinsmore	
Alexander Dow	
Cornelius J.Field	
Fish	
Fisher	
Fowler	
French	
Charles R.Greuter	
Hughes	
Hatcher	
M.J.Klein	
Knowles	
Lewis	
Loungsey	
James MacHaughton	
T.J.Martin	
Bradford McGregor	
A.L.McMurtry	
C.H.Metz	
Mitchell	
William Morgan	
Albert T.Otto	
Percy Owen	
William Packard	
Pendamer	
G.B.Pettingill	
G.N.Pierce	
Raymond	
Sidney Dillon Ripley	
J.R.Robinson Jr	
John M.Satterfield	
R.P.Scott	
Albert R.Shattuck	
Kenneth A.Skinner	
Southworth	
A.R.Townsend	
W.K.Vanderbilt Jr	“Red Devil”
Waldon	
Waters	
Harlan W.Whipple	
White	
C.R.Widdon	
H.Rogers Winthrop	
Alexander Winton	Winton 40
C.R.Woodin	

There were 81 entrants in total. The entrants were restricted to motor vehicles which could carry two persons side by side on one seat, which ruled out motorcycles, but included tricycles, quadricycles and automobiles. There were two classes, one for manufacturers and one for owners.

September 11th: 66 cars left Albany, and 30 cars failed to make the time into Herkimer. Only 51 cars completed the course.

September 13th: 42 cars made it into Rochester, with David Wolfe Bishop leading.

September 14th: The event was stopped in Rochester due to the death of President McKinley, who had been shot at the Pan American Exhibition in Buffalo on the 6th September, and had died eight days later due to an infection in one of his wounds. The Eastern men shipped their machines home, while the Westerners continued onwards to Buffalo.

Nelson Hill Hillclimb Result

1	David Wolfe Bishop	Panhard 30	0:02:13	>2000 lbs (big cars)
2	Grout/Grout	Stanhope 8	0:02:45	<1000 lbs (lightweights)
3		steamer 3.5	0:02:48	<1000 lbs (lightweights)
4	Sidney Dillon Ripley		0:03:15	
5			0:03:15	<1000 lbs gasoline
6	William Morgan			1000-2000 lbs
	John Jacob Astor		0:03:44	
	A.L.McMurtry		0:03:50	
	Albert Shattuck/Wright		0:16:40	

Nelson Hill was 2872 ft long, climbing through 226 ft, with the steepest part having a gradient of 16%. The Automobile Club of America spent over $100 cleaning loose stones from the course.
Although Shattuck completed the course, he had to be assisted by a team of two horses for some of the way - the horses were needed for several competitors.

Dallas Fairgrounds, TX

6th October 1901 – 1 mile dirt oval

FP	#	Driver	Car	Time
3 miles				
1		Jack Graham		0:07:00
2		Carl Fisher		

Grosse Pointe, MI

10th October 1901

FP	#	Driver	Car	Time
1000 miles - Record Run				
		Charles Schmidt	Packard "Gray Wolf"	29:53:37, 33.48 mph
5 miles				
1		Walter White	White Steamer	0:10:01, 29.95 mph
2		Herbert Lytle	Pope-Toledo	0:10:04
10 miles				
1	999	Henry Ford	Ford	0:13:23, 44.83 mph
2	1	Alex Winton	Winton Bullet	0:13:55
10 miles - Cars less than 1000 pounds				
1		Edgar Apperson	Apperson	0:17:47, 33.74 mph
2		Walter White	White Steamer	0:17:58
1 mile - Open, under 1500 pounds				
1		William Rand		0:01:51.8, 32.20 mph
2		Herbert Lytle		1 lap
10 miles - Under 1000 pounds				
1		Walter White	White Steamer	0:10:05, 29.75 mph
2		J.P.Chapin		5 laps

Dallas, TX

13th October 1901

FP	#	Driver	Car	Time

3 miles – 2000 lb cars, flying start

1	Carl Fisher		0:08:02.5
2	Jack Graham		

Narragansett Park, RI

17th-18th October 1901

FP	#	Driver	Car	Time
17th October: 5 miles - Electric Vehicles				
1		H.H.Rice	Waverly Electric	0:14:51, 20.20 mph
2		Albert L.Russell		5 laps
17th October: 5 miles - Steam Vehicles				
1		George Cannon	Cannon Steamer	0:09:40.6, 31.00 mph
2		H.G.Martin	Locomobile	5 laps
17th October: Time Trials				
		Albert C.Bostwick	Winton 40	0:14:10.7, 41.82 mph, 10 laps
		Henry Fournier	Mors 60	0:01:09.0, 52.17 mph, 1 lap
		Henry Fournier	Mors 60	0:02:18.0, 52.17 mph, 2 laps
		Henry Fournier	Mors 60	0:03:27.7, 51.99 mph, 3 laps
18th October: 5 miles - Gasoline, under 13 hp				
1		Percy Owen	Winton 12	0:08:51.0, 33.90 mph
2		Rudolph Meyer	Gasmobile	5 laps
18th October: 10 miles - Sweepstakes				
1		Kenneth Skinner	DeDion Tricycle	0:13:37.5, 44.04 mph
2		Percy Owen	Winton 12	10 laps
18th October: Record Trials				
		Henry Fournier	Mors 60	0:10:43.5, 50.35 mph, 9 laps
		Henry Fournier	Mors 60	0:01:07.5, 53.33 mph, 1 lap

These races had been due to be held at Washington Park on Tuesday 15th October, but heavy rain which saturated the course shortly before the big day would have prevented the larger machines from racing, and the meeting was transferred to Joliet instead.

Joliet, IL

18th-19th October 1901

FP	#	Driver	Car	Time
18th October: 10 miles - Gasoline Vehicles, Open				
1		E.B.Shaw		0:27:22, 21.92 mph
2		Robert Shaw		20 laps
18th October: 0.5 miles - Steam Vehicles				
1		W.T.Eldridge		0:01:00, 30.00 mph
2		Charles Tucker		1 lap
18th October: 5 miles - Steam Vehicles				
1		Charles Tucker		0:11:29, 26.12 mph
2		Frank Davis		10 laps
18th October: 10 miles - Gasoline, Handicap				
1		J.B.Burdett		0:05:01
2		Robert Shaw		20 laps
18th October: 40 miles - Chicago to Joliet				
1		E.B.Shaw		1:33:32, 25.66 mph
2		J.R.Burgett		1:49:48
19th October: 25 miles – Gasoline Vehicles, Open				
1		Robert Shaw		0:45:23.2
2		E.B.Shaw		
19th October: 5 miles – Steam Vehicles				
1		W.B.Lane		0:12:44.2

2	W.L.Hibbard		0:12:44.8

19th October: 1 mile – Electric Vehicles, Flying Start

1	W.A.Crowdus		0:03:53.8
•	W.Myers		

19th October: Ladies Race

1	Mrs C.H.Tucker		0:02:18.4
2	Mrs J.B.Burdett		

19th October: 5 miles – Gasoline Vehicles, 1000-2000 lbs

1	J.B.Burdett		0:12:29.0
2	E.T.Brown		

19th October: 5 miles – Gasoline Vehciles under 1000 lbs

1	Bert Young	Tricycle	0:12:11.0
2	J.Friedman		

19th October: All classes except race cars, flying start

1	A.J.McDuffie		0:02:13.6
2	Bert Young		

Grosse Pointe, MI

24th October 1901

FP	#	Driver	Car	Time
10 miles - Record Attempt				
	1	Alex Winton	Winton Bullet	0:11:09, 53.81 mph

Eagle Rock, NJ

? November 1901 – Hillclimb

1	Willie K.Vanderbilt	Mors 30 hp	

Coney Island Boulevard, NY

16th November 1901 - 1 mile sprint

FP	#	Driver	Car	Time
1 mile - Gasoline, under 1000 pounds				
		Jacques Longuez	De Dion	0:01:27.6, 41.09 mph
1 mile - Gasoline, 1000-2000 pounds				
		Lloyd Warren		No time
		Percy Owen	Winton 12	0:01:53.6, 31.69 mph
		C.F.Stralem	Panhard 7	0:01:57.4, 30.66 mph
1 mile - Gasoline, over 2000 pounds				
		Foxhall Keene	Mors 40	0:00:54.4, 66.18 mph
		Albert C.Bostwick	Winton 40	0:00:56.4, 63.83 mph
		Henry Fournier	Mors 60	0:00:51.8, 69.50 mph
		Louis Charley	Daimler 35	0:01:08.0, 52.94 mph
		Wesley Blair	Panhard 16	0:01:43.0, 34.95 mph
1 mile - Steam				
		Thomas DeWitt	Locomobile 45	0:01:33.2, 38.23 mph
		G.M.Fiske		No time
		S.T.Davis	Locomobile Steamer	0:01:15.0, 48.00 mph
		B.L.Wright	Grout 5	0:01:56.8, 30.82 mph
		Lawrence Abraham		No time
		W.J.Stewart	Locomobile 3.5	0:01:57.2, 30.72 mph
1 mile - Electric				
		Andrew L.Riker	Riker	0:01:03.0, 57.14 mph

N.B. Course was a one mile length of Coney Island Boulevard.

Oakley Park, Cincinnati, OH

25th November 1901

FP	#	Driver	Car	Time
5 miles - Steam Vehicles				
1		Emmett P.Gray		0:12:04, 24.86 mph
2		Howard Miller		5 laps
3		John Buttenhofer		
4		William Martin		
5 miles - Gasoline, under 13 hp				
1		Rudolph Meyer	Gasmobile	0:08:32.3, 35.14 mph
2		Max Fleischman		5 laps
3		Carl G.Fisher		
4		Carl L.Baumann		
5 miles - Gasoline, 13-20 hp				
1		Rudolph Meyer	Gasmobile	0:09:24, 31.91 mph
2		Carl Fisher		5 laps
3		Harry W.Summer		
4		Max C.Fleischman		
Time Trial Exhibition				
		Henry Fournier	Mors 60	0:01:08.2, 52.79 mph, 1 lap
		Henry Fournier	Mors 60	0:09:16.4, 51.76 mph, 8 laps

Conduit Road, MD

28th November 1901 – 1 mile

FP	#	Driver	Car	Time
1 mile – Electric vehicles				
1		W.J.Foss		0:02:46.2
•		H.S.Whitney		
1 mile – Gasoline vehicles				
1		Lewis Hill		0:01:47.2
2		Olds		
1 mile – Steam vehicles				
1		E.N.Sutherland		0:01:42.2
2		D.M.Lewis		0:01:43.8
3		John L.Edwards		
-		Weaver		
-		Cline		
-		Stocks		
-		Heaton		

These events were organised by the National Capital Automobile Club and the Washington Touring Club, in a meeting jointly held with the Arlington Wheelmen. The course went from near the Cabin John Hotel west along the Conduit Road to Cabin John Bridge and back. The Cabin John Bridge crossed the Potomac from Virginia to Maryland.

Other Matters of the Year

- Harry Wilson and Charles Jacobs were planning to have a series of races starting around the 1st May in Nebraska. The first race was to be at Hastings, the second at Grand Island, and the third at Kearney. It is not known if these races took place.

4 There were automobile races scheduled for the 14th May at the Agricultural Park in San Jose as part of the celebrations for the reception of President McKinley. None of the races took place, and no reason was given as to why.

5 An automobile race was scheduled to take place on Fourth Street in Santa Ana, CA, on the 4th July, but it appears not to have taken place.

6 The American Racing and Athletic Association planned to hold events at the Trenton Driving Park (NJ) on the 4th July, including a 5 mile automobile race. It is not known if it took place.

7 The French Society held its annual fete on the New Orleans Fairgrounds on the 14th July. Automobile races were held, but no further details are available.

8 The 10th Anniversary of the Golden Rod Lodge no. 109 A.O.U.W. was to be held at Idlewilde, OH, on the 23rd July. It was to feature a 10 mile automobile race for a prize of $250. It is not known if it took place.

9 An automobile race for an $8 kodak prize was scheduled for the Iron Molders' Picnic to be held at Idlewilde (Newark, OH) on Saturday July 27th at 6pm. It is not known if it took place.

10 A 10 mile race between cars owned by M.O.Ayres of Dakota City, NE, and drivers from Sioux City was arranged for the 29th August. It is not known if it took place.

11 Labor Day celebrations were to be held at Hamilton, OH, on the 2nd September. An auto exhibition and the possibility of a race was announced in advance, but the race didn't take place on the day.

12 Automobile races were advertised for the Second Annual Big 4 Fair at Nashua, Iowa, which was held from the 3rd-6th September. There were meant to be races every day, but the only reported race involving automobiles was an exhibition race between an automobile and a motorcycle.

13 There were attempts made to try and get Todd Sloand and Henri Fournier to appear at the Inter-State Fair in Trenton on the 9th September for a race. It appears as though this didn't happen.

14 An automobile was planned at the Decatur Race Track (IL) as part of the Decatur Day celebrations on the 13th September. It is not known if it took place.

15 The Automobile Club of America had planned an International Automobile race from Erie, Pennsylvania to Buffalo on the 19th September, in conjunction with the Pan-American Exposition. The start was to be at the Ree Driving Park, and was to finish a 100 miles later at the stadium in the Pan-American grounds. Among those scheduled to compete were William K.Vanderbilt Jr, Henri Fournier, Champion and Tod Sloan. The event was cancelled following the death of President McKinley.

16 Organisers of the 16th Annual Valley Fair at Brattleboro, VT, to be held on the 25th-26th of September, discussed holding an automobile race, but it wasn't organised.

17 Arrangements were made to made to hold an automobile relay race in Massachusetts, with different people driving the different legs. The route and entrants were planned as follows:

Dr Robison	will ride from Pittsfield to Lanesboro
Mr Weston	to South Williamstown
Mr Renfrew	to Williamstown
Mr Anthony	to North Adams and back to Williamstown
Mr Renfrew	to South Williamstown
Mr Weston	to Lanesboro
Dr Robison	to Pittsfield
Dr Robert	to Lenox
Judge Slocum	to Stockbridge via the Lanier place
Mr Pease	to Housatonic
Mr Bradford	to Great Barrington
Mr Chapin	to Housatonic
Mr Pease	to Stockbridge
Judge Slocum	to Lenox
Dr Robert	to Pittsfield

The event was cancelled shortly before it was due to start at the end of October after several owners who the event organisers hoped would compete were unavailable.

- The Red Men's Field Day was held on the 3rd October at Springdale Park, Holyoke, MA. An automobile race was to be held, but it was confined to Red Men. It is not known if the race took place.

- An automobile race was advertised for Nora Springs on the 10th & 11th October, and it was to be either 3 or 5 miles long. It is not known if it happened.

- Arrangements were made for a grand open air meet to be held at Brightwood Driving Park (DC) on the 12th October. There were to be races for steam, gasoline and electric automobiles. It is not known if the races took place.

1 It was announced in the New York Times of the 27th December that an automobile race would take place at the Clermont Avenue Icerink in Brooklyn that evening. Reports from the event don't mention an automobile race taking place.

1902 US Events

"An automobile race without him [Fournier] is like the play of 'Hamlet' with Hamlet left out."

Unknown person in New York.

"A 3000 pound automobile capable of running one mile in 50 seconds and doing it is as much out of place in a road or anywhere on the public highway as a Gatling gun introduced into a hotel for the purposes of killing cockroaches."

New York Times

Savannah Fairgrounds, GA

8th March 1902 – 1 mile oval

FP	#	Driver	Car	Time
1 mile – Time trial				
		H.C.Baxter	Winton	0:01:30.1
		H.C.Baxter	Winton	0:01:32.0

Baxter did the first mile, then turned around and went around the track the other way.

FP	#	Driver	Car	Time
5 miles – Oldsmobile race				
1		A.E.Whitney	Oldsmobile	0:14:53
2		T.A.Bryson	Oldsmobile	
3		J.S.Howkins	Oldsmobile	
10 miles – Handicap race				
1		Roy A.Rainey	Panhard 16	0:18:06.6, 9 laps
2		W.T.Rainey	Panhard 20	10 laps

The meeting was set up by a group of millionaires who didn't charge admission so that they couldn't be classed as professionals.

Charles River Park, MA

19th April 1902

FP	#	Driver	Car	Time
5 miles – Steam carriages, Pursuit				
1		C.S.Norris		0:05:30
2		J.W.Piper		

Central City Park, GA

24th April 1902 - Macon

FP	#	Driver	Car	Time
1 mile – Steam automobiles				
1		Sid Wasner		0:02:17
2		John W.Shinholser		

2nd Long Island Automobile Club Endurance Run

26th April 1902 – 100 miles

Route: Jamaica-Flushing-Manhasset-Port Washington-Roslyn-Glen Cove-Oyster Bay-Jericho-Hicksville-Massepepua-Freeport-East Williston-Queens-Jamaica.

There were 81 entrants. William H.Van Wagoner entered a self-built car, and covered the course non-stop, as did J.C.Chase. Charles D.Cook completed the course first, but he was disqualified for completing the course inside the minimum time limit. Ten other drivers were also disqualified for exceeding 15 mph. H.S.Chapin was the first to cross the line after the time limit had expired. George M.Brown and P.P.Pierce were amongst the finishers.

Denver-Colorado Springs-Denver, CO

May 1902 – 154 miles

FP	#	Driver	Car	Time
1		W.B.Felker		
1		Webb Jay		

Felker won "300 solid simoleons" (slang for dollars) from Webb Jay for winning. Felker started the race at 7:27 am, and finished at 3:34 pm, the finishing line being at Colfax Avenue and Broadway. Jay finished at 5:00 pm.

Endurance run of the Automobile Club of America

30th May 1902 – New York-Southport, CT: 100 miles

55 automobiles were entered. Four cars completed the run without exceeding 15 mph or going below 8 mph, the first machine finishing being a French built car entered by F.A.La Roche. Each car carried an observer to keep records.

Staten Island, NY

31st May 1902

FP	#	Driver	Car	Time
1 mile - Motor Bicycles				
		C.H.Metz	Orient Motorcycle 3.5hp	0:01:10.4
1 mile - Gasoline, under 1000 pounds				
		L.S.Thompson	Renault 8	0:01:35.6, 37.66 mph
		Lewis Nixon	Long Distance 7 hp	0:01:43.6, 34.75 mph
		H.Ward Leonard	Knickerbocker 8 hp	0:01:45.0
		H.Ward Leonard	Knickerbocker 4.5 hp	0:01:58.0
1 km times - measured during same event				
		L.S.Thompson	Renault 8	0:00:59.0 1 Km
		Lewis Nixon	Long Distance 7 hp	0:01:03.0 1 Km
		H.Ward Leonard	Knickerbocker 8 hp	0:01:05.2 1 Km
		H.Ward Leonard	Knickerbocke 4.5 hp	0:01:07.6 1 Km
1 mile - Gasoline, 1000-2000 pounds				
		Percy Owen	Winton 15 hp	0:01:17.6, 46.39 mph
		Ernest Cuenod	Rochet-Schneider 16 hp	0:01:22.8, 43.48 mph
		Jefferson Seligman	Mors 12 hp	0:01:32.6, 38.88 mph
		Frederic A.LaRoche	Darracq 16 hp	0:01:44.0, 34.61 mph
1 km times - measured during same event				
		Percy Owen	Winton 15 hp	0:00:47.0 1 Km
		Ernest Cuenod	Rochet-Schneider 16 hp	0:00:53.4 1 Km
		Jefferson Seligman	Mors 12 hp	0:00:57.2 1 Km
		Frederic A.LaRoche	Darracq 16 hp	0:01:03.6 1 Km
1 mile - Gasoline, over 2000 pounds				
		E.E.Britton	Panhard 60 hp	0:00:58.2, 65.22 mph
		William Guggenheim	Panhard 24 hp	0:01:11.0, 50.77 mph
		H.H.Rogers, Jr	Daimler 35 hp	0:02:26.8, 24.52 mph
		E.E.Britton	Panhard 16 hp	0:01:36.8, 37.19 mph
		Mrs.Howard	Gould 35 hp	0:03:18.2, 18.16 mph
		E.E.Britton	Panhard 16 hp	0:00:59.6 1 Km
1 mile - Steam				
		S.T.Davis	Locomobile 10 hp	0:01:15.0, 48.00 mph
		S.T.Davis	Locomobile 10 hp	0:01:12.0, 50.00 mph
		H.M.Wells	Prescott 4.5 hp	0:01:37.2, 37.04 mph
1 mile - Electric				
		Walter Baker	Baker Electric	Accident – two spectators killed

Baker ran into the crowd after hitting a trolley line rounding a curve on South Shore Boulevard, killing two spectators (Andrew Featherstone and John T.Bogart) and injuring nine

others (including John E.Brick, Mrs Ellen Hay, Mrs Louise Johnson, Patrick Kenney, Captain Thomas H.Taylor). The Automobile Club of America as a result announced that it would not hold any more road races, although this would not affect races held on closed courses. President A.R.Shattuck of the ACA also said that it was his opinion that all racing of automobiles should be abolished. This opened the way for the American Automobile Association (AAA) to become the premier sanctioner of road racing in the US.
The accident had wider repercussions, priming the press for the catalyst that was the 1903 Paris-Madrid race and its subsequent aftermath.

Clifton Boulevard, OH

26th June 1902 – Cleveland

0.75 miles – Time trial

1	Alexander Winton	Winton	0:00:38.0, 70.24 mph

The Chicago Daily Tribune reported this as a new world record, stating that "Winton drove the machine a distance of three-quarters of a mile over a straightaway course at the rate of 51 1/5 seconds for the mile. The world's record was 51 3/5 seconds and was held by Henri Fournier."

Fort Wayne Driving Park, IN

19th July 1902

FP	#	Driver	Car	Time

5 miles

1		Arthur Gardiner	Rambler	
2		Harry Meyer		

The Rambler was owned by A.L.Randall, and Gardiner was an expert driver from the factory. This race was for gasoline automobiles – a race for steam vehicles was also planned, with entries from Thomas Baxter and C.H.Doehler, but it isn't reported as having taken place. August Bruder donated a vase as a prize for the race.

Libertyville-Waukeegan, IL

2nd August 1902 – 200 miles (100 miles x 2 laps)

FP	#	Driver	Car	Time
1		Frank X.Mudd		7:15

A non-stop endurance race over the century bicycle course run by the Chicago Automobile Club. 29 cars started, and 16 cars completed the distance within 8 hours 15 minutes. Each vehicle had to be driven by its owner, with hired chauffeurs barred. Vehicles speeds were limited to 15 miles per hour.

Delphos, OH

14th August 1902 – Second Street

FP	#	Driver	Car	Time
1		J.M.Thatcher	steamer	
2		Fidele Johnson	steamer	

Held as part of the Seventh Annual Pow-Wow of the Improved Order of Red Men of Northwestern Ohio. The first prize was $10, and second prize was $5.

Hopedale, MA

16th August 1902

FP	#	Driver	Car	Time
1		Nelson H.Huff		0:11:37
2		Clare H.Draper		0:12:12
3		George O.Draper		0:13:39

Part of the Second Annual Field Day of the Draper Company employees. The race started in Hopedale town park and went through Dutcher Street, Adin Street and Prospect Street to Upton Toad, returning to the park via Dutcher Street. The cars were started one minute apart.

Brighton Beach, NY

23rd August 1902

FP	#	Driver	Car	Time
5 miles - Gasoline, Under 1000 pounds				
1		Jacques Longuez	De Dion	0:08:30.4
2		I.E.Holden	Orient	5 laps
5 miles - Gasoline, 1000-2000 pounds				
1		Frederic A.LaRoche	Darracq 35	0:06:42.0, 44.78 mph
2		Percy Owen	Winton Touring 15	5 laps
10 miles - Free For All, Heat 1				
1		Harry Harkness	Mercedes-Simplex 40	0:11.54.4, 50.39 mph
2		Frederic A.LaRoche	Darracq 35	10 laps
3		L.P.Moores	Peerless	10 laps
10 miles - Free For All, Heat 2				
1		Frederic A.LaRoche	Darracq 35	0:13:11.8, 45.47 mph
2		L.P.Moores	Peerless	0:15:17.0
3		Harry Harkness	Mercedes-Simplex 40	10 laps
4		John Howard	Howard Steamer	2 laps/Did not finish
Pursuit Race				
1		Harry Harkness	Mercedes-Simplex 40	Finished
2		John Howard	Howard Steamer	Finished
3		Frederic A.LaRoche	Darracq 35	Finished
1 mile - Time Trials				
		John Howard	Howard Steamer	0:01:09.6, 51.72 mph
		George Cannon	Cannon Steamer	0:01:08.6, 52.47 mph
		George Cannon	Cannon Steamer	0:01:07.6, 53.25 mph
		Harry Harkness	Mercedes-Simplex 40	0:01:09.0, 52.17 mph

This meeting was held by the National Automobile Racing Association, and had originally been scheduled for the 21st June. Running under NARA rules meant that the Cannon steamer could run – it required the mechanician to operate the controls, which was not allowed under AAA rules. Walter Baker had originally entered the meeting, but withdrew after the Staten Island accident.

Rockford, IL

5th September 1902

FP	#	Driver	Car	Time	
5 miles – Open, Flying Start					
1		John Farson Jr/Nels Anderson		0:11:57.5	(Q3rd)
1		John D.Fry/B.C.Hamilton			(Q2nd)
3		A.C.Banker/A.C.Phelps			(Pole)
3 miles - Handicap					
1		John Farson Jr		0:06:39	scratch
2		John D.Fry		0:06:59	1/6 mile handicap
3		A.C.Banker			1/3 mile handicap
1 mile - Handicap					
1		John D.Fry			1/12 mile handicap
2		John Farson Jr			scratch

Races held as part of the Winnebago County Fair. The fairgrounds were on the west side on what is now called Fairgrounds Park. The fair moved to Pecatonica in the 1920s.

Glenville Driving Track, OH

16th September 1902

FP	#	Driver	Car	Time	
5 miles - Gasoline, 1000 pounds and over					
1		Harry S.Moore	Elmore	0:11:19.5	
2		J.D.Dickson	Hansen	5 laps	
3		George Bunham	American	5 laps	
5 miles - Steam, All Weights					
1		Rollin White	White	0:09:53.0, 30.35 mph	
2		John McDonald	Geneva	0:11:12.8	
3		L.F.Hoffman	Hoffman	0:12:04.0	
5 miles - Gasoline, 2000 pounds and under					
1	1	Charles Shanks	Winton "Pup"	0:06:39, 45.11 mph	
2		Percy Owen	Winton Touring	5 laps	
3		L.P.Moores	Peerless	5 laps	
		Harry Harkness	Mercedes 40	5 laps/Disqualified/overweight	
5 miles - Steam Exhibition					
		Rollin White	White Steamer	0:06:43.0, 44.66 mph	
3 miles - Electric, All weights					
1		Walter Baker	Baker Electric	0:05:54.8, 30.51 mph	
2		W.M.Wright	Waverly Electric	3 laps	
3		A.B.Manley	National Electric	3 laps	
1 mile - Gasoline Tricycle Exhibition					
		J.H.Haitley	Gasoline Tricycle	0:01:33.0, 38.71 mph	
1 mile - Electric Exhibition					
		Walter Baker	Baker "Torpedo" Electric	0:02:07.0, 28.35 mph	
10 mile - Handicap, 1st and 2nd in races 1-4					
1		Rollin White	White Steamer	0:14:59.5	
2		Percy Owen	Winton Touring Car	10 laps	
3		Charles Shanks	Winton "Pup"	9 laps/Blew tyre	
		W.M.Wright	Waverly Electric		
		Harry S.Moore	Elmore		
		J.D.Dickson	Cleveland		
1 mile - Exhibition					
	2	Alex Winton	Winton Bullet	0:01:01.0, 59.02 mph	
10 miles - Open, Free-For-All					
1	2	Alex Winton	Winton Bullet	0:10:50, 55.38 mph	
2		Harry Harkness	Mercedes	10 laps	
3		L.P.Moores	Peerless	10 laps	
Australian Pursuit					
1	2	Alex Winton	Winton Bullet	5 laps	
2		Harry Harkness	Mercedes	4.5 laps/passed	
10 miles - Handicap					
1		Percy Owen	Winton Touring	0:13:34	3:30 Handicap
2		Rollin White	White Steamer	10 laps	2:30 Handicap
3		Paul Rainey		10 laps	4:30 Handicap
4		L.P.Moores	Peerless	10 laps	3:30 Handicap
5		Charles Shanks	Winton "Pup"	10 laps	1:30 Handicap
		Harry Harkness	Mercedes 40		0:00 Handicap
		John Farson			4:00 Handicap

It was noted that the cars compacted the dirt, and made the ground very hard for the following weeks horse racing.

Narragansett Park, RI

24th September 1902

FP	#	Driver	Car	Time

5 miles - Gasoline, over 1300 pounds

1	Percy Owen	Winton "Pup"	0:06:25.7, 46.67 mph
2	2 George Weed	Stearns	5 laps
3	Fred Tudor	Winton	5 laps

3 miles - Steam Vehicles, Stock

1	Arthur S.Lee	Toledo Steamer	0:05:08.0, 35.06 mph
2	W.Hinschcliffe	Locomobile Steamer	3 laps
3	W.H.Talbot	Stanley Steamer	3 laps

5 miles - Exhibition

	2 Alex Winton	Winton Bullet	0:05:30.6, 54.45 mph

5 miles - Gasoline, Under 1300 pounds

1		Stevens-Duryea	0:07:42.5, 38.92 mph
2	D.B.Huss	Oldsmobile	5 laps
3	George Reed	Knox	5 laps

5 miles - Free-For-All

1	Percy Owen	Winton "Pup"	0:06:43, 44.66 mph
2	Alex Winton	Winton Bullet	5 laps
3	H.F.Brown	Darracq	5 laps

5 miles - Winners & Second Places

1	Percy Owen	Winton "Pup"	0:06:14.7, 48.04 mph
2	Arthur S.Lee	Toledo Steamer	5 laps

2 miles - Electric Race

1	Knight Neftel	Neftel Electric	0:04:23, 27.38 mph
2	W.G.Titcomb	Waverly Electric	2 laps

1 mile - Record Attempt, Steam Vehicles

1	George Cannon	Cannon Steamer	0:01:05.75, 54.75 mph

5 miles - Winton Touring Cars

1	T.Tudor	Winton	0:09:13.75, 32.51 mph
2	J.B.Mills	Winton	5 laps

5 miles - Record Attempt

1	George Cannon	Cannon Steamer	0:06:05, 49.31 mph

This was the second annual race meeting of the Rhode Island Automobile Club. The 1 mile record attempt race for Steam Vehicles was optimistically quoted in the Oshkosh Daily Northwestern as being the "steam championship of the world."

Hamline, Minneapolis, MN

27th September 1902

FP	#	Driver	Car	Time

5 miles - Pursuit Race

1	George Dorr	Winton	0:12:44.0, 23.56 mph

2 miles

1	W.E.Wheeler	Cleveland	0:04:15.0, 28.23 mph

5 miles

1	H.E.Wilcox	Winton	0:10:42.0, 28.04 mph
2	H.E.Dickinson	Winton	5 laps

Dallas Fairgrounds, TX

28th September 1902

A series of automobile races were held at the fairgrounds over 3 miles. The best two out of three were won by C.T.Richardson. There were five entries.

Fort Wayne Fairgrounds, IN

8th October 1902

FP	#	Driver	Car	Time
2 miles				
1		Harry Meyers		0:03:21

Part of the County Fair. There were five starters.

New York-Boston Endurance Run

9th-15th October 1902 – New York-Boston-New York: 500 miles

Route:

Date	Morning	Afternoon
9th October	New York-Norwalk	Norwalk-New Haven
10th October	New Haven-Hartford	Hartford-Springfield
11th October	Springfield-Worcester	Worcester-Boston
12th October	Boston-Worcester	Worcester-Springfield
13th October	Sprinfield-Hartford	Hartford-New Haven
14th October	New Haven-Norwalk	Norwalk-New York

Vehicles divided into classes as follows:
Class A - Under 1000 lbs.
Class B - 1000 to 2000 lbs
Class C - 2000 lbs and over
Class D - Motor bicycles, tricycles and quadricycles

All cars must be in commercial running and operating condition, with all tools, fuel and supplies on board. Speed in excess of the speed limit was prohibited under penalty of disqualification.

75 cars were entered, of which all but 18 where gasoline powered. Most of the entries were by manufacturers, but the Franklin company withdrew their entry after S.G.Averill entered a Franklin privately, as the company thought that it would be more interesting to the public to see the performance in the hands of a private owner rather than one of their experts. The contest will award points to decide the winner, a maximum of 2092 being achievable. One point could be deducted for every minute the car stops, and for every minute over ten minutes that it is late at a control. If a car arrived more than ten minutes ahead of time at a control, it was to be disqualified as it must have been speeding.

9th October - The cars lined up in West Fifty-Eighth Street between Fifth and Sixth Avenue, and started at 9am, cars being waved off at half-minute intervals.

11th October - R.M.Owen's car sprung a fore-axle.

13th October - Dr Hoverstadt arrived late in Boston the day before, and decided not to make the run back to New York. 71 cars started the return trip.

15th October - 67 cars made it back to New York. The cars which withdrew were numbers 6, 14, 15, 50, 54, 69, 74 and 49. Car 49 broke down at Eighty-Fifth street on reaching New York and was towed to the finish.

Known entrants:

Car #	Driver	Car	Remarks
	H.Bartol Brazier		
	Thomas B.Jeffrey		
	C.H.Tangeman		
	F.A.La Roche		
1	Harlan W.Whipple	Packard	35th.
2	Henry B.Joy		48th.
3	George L.Weyss	Packard	49th.
4	F.C.Marsh		41st.
5	H.M.Wells	Prescott (steam)	40th.
6		Foster	61st.(?)
7	J.Hussar	Lane (steam)	43rd.(?)
8	O.K.Raymond		50th.
10	L.W.Mason		14th.
11	Frank Mutt	Haynes-Apperson	15th.

12		Haynes	26th. (?)
13	W.E.Evans		37th.
14		Autocar	
15	J.C.Chase	Ward-Leonard	20th.
16	P.G.Fleming		Finished 2nd. C.L.Newell observed.
17	Elmer Apperson		63rd.
18	F.W.Oaurig		51st.
20	Percy B.Pierce	Pierce	10th.
21	Harold H.Brown		46th.
23	Henry K.Browning		65th.
24	Paul H.Deming	White (steam)	22nd.
25	Windsor T.White	White (steam)	27th.
26	George S.Waite	White (steam)	24th.
27	A.J.Schaife	White (steam)	23rd.
28	M.S.Hughes Jr		28th.
29	A.L.Riker		31st.
31	Otto Weston		52nd.
32	Arthur Gardiner		12th.
33	K.A.Grout		53rd.
34	S.T.Davis Jr		59th.
35	R.S.Davis		25th.
36		Locomobile	45th.(?)
37	H.L.Newton	Elmore	38th.
38	J.F.Newcomber		44th.
39	Kenneth A.Skinner	de Dion-Bouton 6 hp	Finished 1st.
40	R.D.Willard		47th.
41	Forest Cameron		11th.
42	L.T.Sackett	Searchmont	21st.
43	Benjamin D.Smith		9th.
45	S.G.Averill	Franklin	
46		Knox	8th. (?)
47	H.A.Knox	Knox	7th.
48	C.J.Mason		13th.
49	Harry Graulthard		64th.
50	Knight Neftel	Gasolene/Electric hybrid	
51	W.A.Sweet	Stearns	Finished 3rd.
52	Percy Owen		17th.
54		de Dion-Bouton	
55	E.A.Riotte	US Long	34th.
56			
57	Charles Sheppey		57th.
57	G.N.Pierce		
58	Gaston Plantiff		32nd.
59	D.Martin		54th.
60	J.W.Duryea		29th.
60	W.J.Gould		55th.
61	C.A.Grout	Grout (steam)	56th.(?)
62	M.H.Winters		18th.
63	C.H.Page		5th.
64	R.M.Owen	Oldsmobile	4th.
65		Automotor	36th.(?)
66	L.D.Fiske		42nd.
67			
68	C.F.Galther	Fredonia	30th.
69		Fredonia	39th.
70	H.B.Shattuck		
70	F.J.Holley	Foster (steam)	62nd.
71	T.S.Ourish		6th.
74		Thomas	
75	Charles Brown		60th.
76			
77	C.H.Wilson	Rambler	16th.
80		Foster	

Note: The following finishing positions are known, but they are not matched to start numbers:

?	Fournier-Searchmont	19th.
?	OSLDA Co	33rd.
F.I.Averell		58th.

Harlem, Chicago, IL

17th-18th October 1902

FP	#	Driver	Car	Time
17th October: 3 miles - Match Race				
1		J.B.Burdett	Oldsmobile	0:05:40.0, 31.76 mph
2		Frank X.Mudd	Winton	3 laps
3		J.E.Stevens	Oldsmobile	3 laps
17th October: 4 miles - Oldsmobile Race				
1		D.B.Huss	Oldsmobile	0:06:42.0, 35.82 mph
2		J.B.Burdett	Oldsmobile	4 laps
3		J.E.Stevens	Oldsmobile	4 laps
17th October: 10 miles - Under 1 hp/100 pounds				
1		L.P.Moores	Peerless	0:17:03.0, 35.19 mph
2		Frank X.Mudd	Winton	
3		John Fry	Winton	
17th October: 1 mile - Steam Cars				
1		L.W.Sheppard	Sheppard Steamer	0:01:14.4, 35.50 mph
2		J.W.Sunderland	Locomobile Steamer	0:01:41.8
17th October: 10 miles - Gasoline Vehicles				
1		J.B.Burdett	Oldsmobile	0:23:58.8, 25.02 mph
17th October: 5 miles				
1		Charles Shanks	Winton "Pup"	0:08:35.0, 34.95 mph
2		L.P.Moores	Peerless	5 laps
17th October: Pursuit Race				
1		D.B.Huss	Oldsmobile	0:12:35.0, 28.61 mph, 6 laps
2		J.B.Burdett	Oldsmobile	5 laps/Passed
3		J.E.Stevens	Oldsmobile	2 laps/Passed
17th October: 5 miles - Handicap				
1		John Fry	Winton	5 laps
2		Charles Shanks	Winton "Pup"	5 laps
3		Frank X.Mudd	Winton	5 laps
4		J.W.Sunderland	Locomobile Steamer	Broken crank
18th October: 5 miles				
1		D.B.Huss	Oldsmobile	0:11:13.4, 26.73 mph
2		J.B.Burdett	Oldsmobile	5 laps
3		J.E.Stevens	Oldsmobile	5 laps
4		B.M.Young	Friedman	5 laps
18th October: 25 miles - Main Event				
1		Charles Shanks	Winton "Pup"	0:39:38.0, 37.85 mph
2		John Fry	Winton	0:41:20.0
3		A.C.Banker	Peerless Runabout	
4		Frank X.Mudd	Winton	
5		M.R.Reimers	Locomobile Steamer	9 laps/Out
6		L.P.Moores	Peerless	4 laps/Out
7		F.H.Davis	Winton	3 laps/Out
18th October: 5 miles - Steam Vehicles				
1		M.R.Reimers	Locomobile Steamer	0:08:04.0, 37.19 mph
2		L.W.Sheppard	Steppard Steamer	5 laps
3		A.J.McDuffee	Locomobile Steamer	5 laps
18th October: 5 miles - Handicap				
1		F.C.Green	Autocar	0:09:48.0
2		A.C.Banker	Haynes-Apperson	5 laps
3		J.B.Burdett	Oldsmobile	5 laps
		L.W.Sheppard	Sheppard Steamer	
		B.M.Young	Friedman	
		J.A.Barton	Darling	
		J.E.Stevens	Oldsmobile	
		Ralph Temple	Waverly Electric	
		D.B.Huss	Oldsmobile	Broken chain
18th October: 5 miles - Invitational Handicap				
1		D.B.Huss	Oldsmobile	0:09:55.0
2		J.B.Burdett	Oldsmobile	5 laps
3		John Fry	Winton	5 laps

Piedmont Park, GA

22nd October 1902

FP	#	Driver	Car	Time
1 mile – Heat 1				
1		Johnson		0:02:32
	•	Crutcher		
1 mile – Heat 2				
1		T.O.McBride		0:02:35
NS		Alexander		under repair
1 mile - Final				
1		T.O.McBride		0:07:31
R		Johnson		

The races were part of the events of the Vanity Fair.

Grosse Pointe, MI

24th-25th October 1902

FP	#	Driver	Car	Time
24th October: 5 miles - Steam Vehicles				
1		Windsor T.White	White Steamer	0:10:42, 28.04 mph
2		John McDonald	Geneva	5 laps
24th October: 5 miles - 1000 pounds and under				
1		M.R.Reimers	Locomobile Steamer	0:07:51.8, 38.15 mph
2		J.D.Maxwell	Northern	0:07:52.0
3		W.Wigle	Oldsmobile	0:08:04.6
4		D.B.Huss	Oldsmobile	5 laps
24th October: 5 miles - Gasoline, under 2000 pounds				
1		Harry Harkness	Mercedes	0:06:01.4, 49.81 mph
2		Charles Shanks	Winton "Pup"	0:06:51.6
24th October: 10 miles - Handicap				
1		J.L.McNamara	Oldsmobile	10 laps
2		Harry Harkness	Mercedes	10 laps
3		Windsor T.White	White Steamer	10 laps
4		W.C.Buckman	Geneva Steamer	10 laps
5		Alex Winton	Winton	10 laps
6		J.D.Maxwell	Northern	4 laps/accident
24th October: 3 miles - Steam Vehicles				
1		W.C.Buckman	Geneva Steamer	0:04:07.4, 43.65 mph
2		Windsor T.White	White Steamer	0:04:32.6
3		M.R.Reimers	Locomobile Steamer	0:04:40.0
24th October: 2 mile - Electric Vehicles				
1		Walter Baker	Baker Electric	0:04:14.0, 28.35 mph
2		Jackson Brady	Waverly Electric	2 laps
25th October: 10 miles - Handicap				
1		Charles Shanks	Winton	0:13:34.4 2:00 Handicap
2		Harry Harkness	Mercedes	0:12:24.4 0:00 Handicap
3		W.C.Rands	Ford	10 laps 2:00 Handicap
25th October: 5 miles - Manufacturer's Challenge Cup				
1	999	Barney Oldfield	Ford	0:05:28, 54.88 mph
2		Charles Shanks	Winton	0:06:47
3		W.C.Buckman	Geneva Steamer	0:06:55
4	2	Alex Winton	Winton Bullet	4 laps/Out
25th October: 5 miles - Gasoline, 6 hp and under				
1		W.Wigle	Oldsmobile	0:07:50.0, 38.29 mph
2		D.B.Huss	Oldsmobile	5 laps
25th October: 5 miles - Handicap				

1	W.Rickerman	Elmore	5 laps
2	W.C.Rands	Ford	5 laps

25th October: 3 miles - Steam Vehicles

1	W.C.Buckman	Geneva Steamer	0:04:07.4, 43.65 mph
2	Windsor T.White	White Steamer	3 laps

25th October: Time Trials

	Walter Baker	Baker Electric	0:09:05.2, 33.01 mph, 5 laps
	Walter Baker	Baker Electric	0:17:57.0, 33.43 mph, 10 laps

Fort Miami Speedway, Toledo, OH

28th October 1902

FP	#	Driver	Car	Time
5 miles - Gasoline, under 1000 pounds				
1		W.Wigle	Oldsmobile	0:09:12.0, 32.61 mph
2		Z.H.Kroh	Oldsmobile	0:14:25.0
3		Ed Affeck	Oldsmobile	5 laps
5 miles - Gasoline, under 2000 pounds				
1		L.P.Moores	Peerless	0:09:53.0, 30.35 mph
2		Harry Harkness	Peerless	5 laps
3		Carl Fisher	Winton	5 laps
5 miles - Handicap				
1		L.P.Moores	Peerless	5 laps
2		Harry Harkness	Peerless	5 laps
3		W.Wigle	Oldsmobile	5 laps
5 miles - Exhibition				
1		Barney Oldfield	Ford	5 laps
2		Tom Cooper	Ford	5 laps

Eagle Rock Hill, NJ

27th November 1902 - Hillclimb

FP	#	Driver	Car	Time
Gasoline Vehicles				
1		Otto Nestman	Stevens-Duryea 8	0:03:45
2		H.Power	Duryea 6	0:04:26
3		J.B.Hale	Long Distance 7	0:04:49.75
4		C.E.Proctor	Winton 15	0:04:52.75
5		H.M.Odbarne	Long Distance 7	0:05:20
6		I.D.Plank	Oldsmobile 4	0:06:06
7		L.J.Wyckoff	Knox 8	0:07:15
Steam Vehicles				
1		W.J.Stewart	Locomobile Steamer 4	0:02:58.75
2		E.P.Washburn	Mobile 4.5	0:03:08
3		W.J.Stewart	Locomobile Steamer 4.5	0:03:36
4		H.M.Wells	Prescott	0:03:43.25

Grosse Pointe, MI

1st December 1902

Record attempts

999	Barney Oldfield	Ford	0:01:01.2, 58.82 mph, 1 mile
999	Barney Oldfield	Ford	0:05:20.0, 56.25 mph, 5 miles

Other Matters of the Year

2 An automobile race was advertised for the 4th July celebrations in Redland, CA, but was called off due to the conditions of the roads.

3 Automobile races were due to be held at the second race meet of the season of the Cridersville Matinee Club, in Wapakoneta, OH, on the 28th July. The races were not reported as having happened.

2 On the 9th August, it was announced that the board of directors for the county fair to be held at Chillicothe, MO, had decided not to hold an automobile race as it was thought that the danger from horses scaring would be too great and that the spectators would have to be content with "old time horse races".

3 A.L.Randall organised races for the Caledonian field sports event to be held at the Huntington fairgrounds (IN) on the 16th August. There are no reports of the race having taken place.

4 It was reported that an automobile race was scheduled for each day of the Centerville Horse Fair, Iowa, from the 21st-23rd August. There were two be two machines from Kansas City, one gasoline powered and one steam powered. There are no reports of the races having taken place.

5 The Western Slope Racing Association announced that it would hold a horse race meeting at Glenwood Springs, CO, which would feature a five mile automobile race on the 27th August for a silver loving cup. Reports of the meeting don't mention the automobile race as happening.

6 The Federation of Trades Amusement Committee of Atlanta, GA, organised Labor Day sports at Piedmont Park for the 1st September, and announced that there would be an automobile race between Earl C.Bason and a "prominent Atlantan who desires to remain incognito." The race was to compare electric and gasoline automobiles, and was to be over five miles. Reports of the days event make no mention of the race taking place.

7 It was reported that automobile racing was to be an attraction at the New York State Fair in Syracuse, starting on the 8th September. There are no reports of the races taking place.

8 The newspapers of the 10th September carried news of Peter Peterson, aged 70, of New Milford, CT, who challenged anybody in his home town to an automobile race. It wasn't reported if anyone accepted.

9 Two automobile races, one for steam cars and one for gasoline cars, were scheduled for the 22nd September at the Bristol County Fair in Taunton, MA. There are no reports of the races actually taking place, although motorcycle races were held on the 23rd.

10 The Boston Gentleman's Driving Club made arrangements for automobile races to be held at Readville in October under the auspices of the Boston Automobile Club. Horse races were held by the Gentleman's Club at Readville on the 22nd October, but there were no automobile races.

11 The Grand Army of the Republic held an event in Washington from the 5th-8th October, and announced an automobile race to be held on Pennsylvania Avenue on the 6th October. The Board of Commissioners of the District of Columbia decided that the race could not be permitted owing to the danger involved. The Indiana Democrat stated that "the Commissioners are in favour of a floral parade" in its place.

12 The Fort Wayne News of Indiana states that there were to be automobile races in Baltimore on Thanksgiving Day, but there appear to be no reports showing that they actually took place.

1903 US Events

"The automobile race may be more dangerous than the football game, but the gridiron warrior looks more like a real man than the professional chauffeur."

Portsmouth Herald

Lake St.Clair, MI

4th January 1903

1 mile - Record Attempt

999	Henry Ford	Ford	0:00:39.4, 91.37 mph

N.B. - course was on the frozen ice of Anchor Bay near New Baltimore, MI.

Indianapolis-Columbus-Indianapolis, IN-OH

23rd March 1903 – 100 miles

FP	#	Driver	Car	Time
1		Carl G.Fisher		
2		Conrad Muller		breakdown

The race was a prize of $1000. Fisher won in just under 6 hours.

Ormond Beach, Daytona, FL

26th-28th March 1903

FP	#	Driver	Car	Time
26th March: 1 mile - Record Attempt				
	1	Alex Winton	Winton Bullet	0:00:56.0, 64.29 mph
	1	Alex Winton	Winton Bullet	0:01:01.2, 58.82 mph
	1	Alex Winton	Winton Bullet	0:00:59.8, 60.20 mph
	1	Alex Winton	Winton Bullet	0:00:58.0, 62.07 mph
		H.T.Thomas	Oldsmobile "Pirate"	0:01:06.2, 54.38 mph
		H.T.Thomas	Oldsmobile "Pirate"	0:01:13.4, 49.05 mph
		H.T.Thomas	Oldsmobile "Pirate"	0:01:08.8, 52.33 mph
	1	J.F.Hathaway	Stanley Steamer	0:01:35.0, 37.89 mph
26th March: 5 miles - Handicap, Cars & Motorcycle				
1		Oscar Hedstrom	Indian Motorcycle	5:37.0 1:05 Handicap
2		H.T.Thomas	Oldsmobile "Pirate"	6:05.0 0:50 Handicap
3		Alex Winton	Winton Bullet	7:23.0 0:00 Handicap
4		Raymond Boothroyd	Oldsmobile	10:45 5:15 Handicap
5		W.F.Robinson	Oldsmobile	15:02 6:00 Handicap
27th March: 1 mile - Ormond Cup				
1	1	Alex Winton	Winton Bullet	0:01:15.0, 48.00 mph
2		H.T.Thomas	Oldsmobile "Pirate"	0:01:15.2
27th March: Record Attempt				
	1	Alex Winton	Winton Bullet	0:07:23.0, 40.63 mph, 5x1 mile
	1	Alex Winton	Winton Bullet	0:10:26.0, 57.51 mph, 10x1 mile
27th March: 1 mile - Record Attempt				
		Alex Winton	Winton Bullet	0:00:58.0, 62.07 mph
		Alex Winton	Winton Bullet	0:00:55.2, 65.22 mph
		Alex Winton	Winton Bullet	0:00:55.0, 65.45 mph
		Alex Winton	Winton Bullet	0:00:54.8, 65.69 mph
		Alex Winton	Winton Bullet	0:00:54.2, 66.42 mph
		H.T.Thomas	Oldsmobile "Pirate"	0:01:08.8, 52.33 mph
28th March: 1 Km - Record Attempt, Cars over 2000 pounds				
	1	Alex Winton	Winton Bullet	0:00:32.8, 66.84 mph

28th March: 1 mile - Record Attempt, Cars Over 2000 pounds

1	Alex Winton	Winton Bullet	0:00:52.2, 68.96 mph

28th March: 1 Km - Record Attempt, Cars under 1000 pounds

H.T.Thomas	Oldsmobile "Pirate"	0:00:42.0, 52.2 mph

28th March: 1 mile - Record Attempt, Cars under 1000 pounds

H.T.Thomas	Oldsmobile "Pirate"	0:01:06.2, 54.38 mph

28th March: 1 mile - Record Attempt

Alex Winton	Winton Bullet	0:00:56.0, 64.29 mph
Alex Winton	Winton Bullet	0:00:57.0, 63.16 mph

28th March: 1 mile - Oldsmobile Race

Raymond Boothroyd	Oldsmobile	0:01:28.4, 40.72 mph
W.F.Robinson	Oldsmobile	Finished
Bennett	Oldsmobile	Finished

28th March: 1 mile - Steam Record Attempt

J.F.Hathaway	Stanley Steamer	0:01:28.4, 40.72 mph

Garden City, LI

14th April 1903

Entrants:

Percy Owen	Winton	0:03:55 (5 miles)
L.P.Mooers	Peerless 60 hp	
L.P.Mooers		
H.S.Harkness	Harkness Special	
G.W.Matheson	Matheson	
G.W.Matheson	Matheson	

This was the American Elimination Trial to decide who would compete for the US team in the Gordon Bennett Cup. Alexander Winton was already chosen to compete, and two others had to be selected. L.P.Mooers and G.W.Matheson each had two machines entered for the competition. Heavy rain on the 14th forced the postponement of the main events, so it was decided to reconvene on the 15th, although the trials eventually took place on the 20th. Owen and Mooers were eventually chosen after Harkness failed to show up.

The course used was on Merrick Avenue between Mineola and Westbury, a distance of about 6 miles. Official times for the event were not released, as the organising automobile club wished to hide the American car's performance from their international competitors. However, the Atlanta Constitution published the following times for Owen: 6 mile standing start, 11m22.4, 2 miles running start, 2m16.4, 1 mile in 2m00.4.

Brightwood Park, DC

18th April 1903

FP	#	Driver	Car	Time
1		Denegre		
2		Anderson		

Commonwealth Hill, MA

20th April 1903 - hillclimb

FP	#	Driver	Car	Time
Steam vehicles				
1		F.Durbin	Stanley Steamer 5.5	0:17:00
2		J.H.MacAlman	Locomobile Steamer 5.5	0:22:02.5
3		C.B.Grout	Grout Steamer	0:25:00
Gasoline, under 2000 pounds				
1		F.E.Randall	Stevens-Duryea 5	0:43:01.5
2		A.T.Harris	Duryea 8	0:45:00
3		John Snow	Peerless	0:46:00

Gasoline, over 2000 pounds

1	John Snow	Peerless 16	0:43:02.5
2	C.H.Robinson	Peerless 16	0:51:02.5
3	Harry Fosdick	Winton	0:56:03

Gasoline with tonneau top

1	John Snow	Peerless 16	0:51:04.5
2	Gerard Bement	Peerless 16	0:51:04.5
3	L.R.Spear	Winton	1:07:02

Electric vehicles

1	W.G.Titcomb	Waverly 3	1:16:03.5
2	W.E.Eldridge	Waverly 3	1:40:02.5
3	A.F.Neal	Waverly 1	2:25:02

Grand Final

1	Frank Durbin	Stanley Steamer 5.5	0:16:03.5
2	Joe Downey	Motor Bicycle	0:28:00

Prospect Avenue, Hollywood, CA

25th April 1903

FP	#	Driver	Car	Time
0.5 mile dash				
1		Leon Schellter		0:00:53.6
2		Warwick Carhart		0:01:05.0
3		H.Swift		0:01:06.0
250 yard hillclimb, 22% grade				
1		Leon Schellter		0:01:16
2		F.E.Hughes		0:01:31
3		H.M.Hanshue		0:01:38

Agriculture Park, Los Angeles, CA

9th-10th May 1903

FP	#	Driver	Car	Time
9th May: 5 miles - Free-For-All, 2000 pounds and over				
1		Frank Garbutt	White Steamer	0:07:15, 41.38 mph
2		Walter Grothe	White Steamer	5 laps
3		C.A.Hawkins	White Steamer	5 laps
4		Henry Turner	Peerless	5 laps
5		Ellicott Turner	Peerless	5 laps
6		Warren Carhart	Winton	5 laps
9th May: 2 miles - Steamer Autos				
1		Walter Grothe	White Steamer	0:03:12.5, 37.40 mph
2		Frank Garbutt	White Steamer	2 laps
3		C.A.Hawkins	White Steamer	2 laps
9th May: 5 miles - Gasoline Autos				
1		Henry Turner	Peerless	0:08:56.5, 33.55 mph
2		Warren Carhart	Winton	5 laps
3		Ellicott Evans	Peerless	5 laps
9th May: 3 miles - Automobiles, under 1500 pounds				
1		Frank Garbutt	White Steamer	0:04:28, 40.30 mph
2		Walter Grothe	White Steamer	3 laps
3		C.A.Hawkins	White Steamer	3 laps
9th May: 3 miles - Gasoline Autos				
1		Frank Hughes	Oldsmobile	0:04:56.5, 36.42 mph
2		W.G.Hansen	Tourist	3 laps
10th May: 5 miles - Oldsmobiles				
1		S.Skinner	Oldsmobile	0:11:37, 25.82 mph
2		Fritz Lacey	Oldsmobile	5 laps
3		J.Collings	Oldsmobile	5 laps

4	J.W.Mills	Oldsmobile	5 laps

10th May: 5 miles - Steamer Autos

1	Walter Grothe	White Steamer	0:08:52, 33.83 mph
2	C.A.Hawkins	White Steamer	5 laps

10th May: 5 miles - Automobiles, under 1500 pounds

1	W.G.Hansen	Tourist	0:07:59.5, 37.54 mph
2	Frank Hughes	Oldsmobile	5 laps

10th May: 5 miles - Handicap Race

1	Walter Grothe	White Steamer	5 laps
2	W.G.Hansen	Tourist	5 laps
3	J.Collings	Oldsmobile	5 laps
4	C.A.Hawkins	White Steamer	Accident

Yonkers, Empire City, NY

30th May 1903

FP	#	Driver	Car	Time
30th May: 1 mile - Open, under 1000 pounds				
1		G.C.Gould	Orient 4	2:05, 28.8 mph
2		A.L.Nelden	Northern 5	Finished
3		J.J.Hickey	Mt.Vernon	Finished
30th May: 3 miles - Open, 1000-1800 pounds				
1		Joe Tracy	Panhard 35	0:03:50, 46.9 mph
2		Albert C.Bostwick	Daimler 18	0:04:00
3		Frederic A.LaRoche	Darracq 12	3 laps
30th May: 5 miles - Open, over 1800 pounds				
DQ		Joe Tracy	Panhard 35	0:06:23, 47.0 mph
1		Al Poole	Daimler 40	0:06:39
2		L.Markle	Mors 18	5 laps

Tracy was driving a car owned by J.Insley Blair, and it was protested after the race as it only weighed 1600 lbs, and was therefore underweight for the class. It was announced on the 2nd June by A.R.Pardington of the Long Island Automobile Club, referee of the meeting, that the protest was sustained and the car was disqualified. Thus the car driven by Poole, owned by Laurence Waterbury, was classified as first, and the Central Automobile Company's Mors, driven by Markle, was 2nd.

30th May: 1 mile - Record Run

1	Osborn Bright	Mercedes 60	0:01:07, 53.7 mph
2	Albert C.Bostwick	Mors 18	0:01:12
3	Joe Tracy	Panhard 35	0:01:16

30th May: 5 miles - Match Race, Heat 1

1	999 Barney Oldfield	Ford	0:07:02.2, 42.63 mph
2	Charles Wridgway	Peerless	0:07:13.0

30th May: 5 miles - Match Race, Heat 2

1	999 Barney Oldfield	Ford	0:05:31.0, 54.38 mph
2	Charles Wridgway	Peerless	0:07:30

30th May: 1 mile - Record Run

1	999 Barney Oldfield	Ford	0:01:01.6, 58.44 mph

This record time was set on the second lap of Heat 2 of the Match Race with Wridgway.

Hyde Park, MA

30th May 1903 - Readville

FP	#	Driver	Car	Time
30th May: 3 miles - Stock, steam				
1		Frank Durbin	Stanley Steamer	0:04:22.4, 41.16 mph
2		Frank Hinchcliffe	Locomobile Steamer	0:04:30.0
3		Louis Ross	Ross Steamer	3 laps

4	Webb Jay	White Steamer	3 laps

30th May: 5 miles - Gasoline, under 1000 pounds

1	H.V.Chamberlin	Darracq 12	0:09:08, 32.8 mph
2	L.V.Robbins	Orient Buckboard	5 laps
3	William Jamieson	Orient Buckboard	5 laps
4	A.R.Bangs	Franklin 12	5 laps

30th May: 5 miles - Gasoline, 1000-2000 pounds

1	John Snow	Peerless	0:07:53.6, 38.00 mph
2	Kenneth Skinner	DeDion-Bouton	5 laps
3	Harry Fosdick	Winton	5 laps
4	Fred Tudor	Winton	5 laps

30th May: 5 miles - Massachusetts Auto Invitational

1	J.H.MacAlman	Locomobile Steamer	0:07:56.6, 37.76 mph
2	L.R.Spear	Winton	5 laps
3	Fred Tudor	Winton	5 laps

30th May: 5 miles - Gasoline, over 2000 pounds

1	Harry Fosdick	Winton	0:07:42, 38.9 mph
2	John Snow	Peerless	5 laps
3	George Reed	Stearns	5 laps

30th May: 1 mile - Steam, Heat 1

1	J.C.Cannon	Cannon Steamer	0:01:06, 54.5 mph
2	F.E.Stanley	Stanley Steamer 25	0:01:06

30th May: 1 mile - Steam, Heat 2

1	F.E.Stanley	Stanley Steamer 25	0:01:02.8, 57.3 mph
2	J.C.Cannon	Cannon Steamer	0:01:04.4

30th May: Pursuit Race

1	Harry Fosdick	Winton	0:13:56.4, 9 laps
2	Kenneth Skinner	DeDion-Bouton	8 laps/Eliminated

30th May: 3 miles - Sweepstakes

1	Harry Fosdick	Winton	0:04:42.0, 38.30 mph
2	John Snow	Peerless	3 laps

Dayton, OH

31st May 1903

FP	#	Driver	Car	Time

2 miles - Electric

1		G.G.Peekham		0:06:54.5, 17.37 mph

3 miles - Gasoline, under 1000 pounds

1		Harold Talbot		0:07:55.5, 22.71 mph

3 miles - Gasoline, under 1000 pounds, stripped

1		J.D.Dickson		0:06:07.0, 29.42 mph

3 miles - Gasoline, under 1500 pounds

1		J.W.Small		0:05:57.0, 30.25 mph

3 miles - Gasoline, under 1500 pounds, stripped

1		Earl Kiser		6 laps

5 miles - Free-For-All

1		Earl Kiser		0:07:25.0, 40.45 mph

3 miles - Gasoline, under 2000 pounds

1		F.B.Hilt		0:05:00.0, 36.00 mph

Indiana State Fairgrounds, IN

19th-20th June 1903

FP	#	Driver	Car	Time	
19th June: 5 miles					
1		Frank Moore	Oldsmobile "Pirate"	0:09:16.0, 32.37 mph	
2		F.V.Dixon	General	0:09:16.4	
3		Horace Wilcox	Franklin	0:09:35.4	
19th June: 5 miles					
1		Carl Fisher	Winton	0:07:29.6, 40.04 mph	
2		Edgar Apperson	Apperson	0:07:39.2	
3		Maurice Darango	Peerless	0:07:55.0	
20th June: 5 miles - Open, Handicap					
1		Edgar Apperson	Apperson	0:07:18.6	0:30 Handicap
2		Earl Kiser	General	0:07:32.0	0:50 Handicap
3		Maurice Darango	Peerless	5 laps	0:40 Handicap
4		Carl Fisher	Winton	5 laps	0:00 Handicap
20th June: 5 miles - Match Race, Heat 1					
1		Barney Oldfield	Ford "Red Devil"	0:05:17.4, 56.71 mph	
2	999	Tom Cooper	Ford	0:05:24.0	
20th June: 5 miles - Match Race, Heat 2					
1		Barney Oldfield	Ford "Red Devil"	0:05:04.6, 59.09 mph	
2	999	Tom Cooper	Ford	0:05:18.0	
20th June: 5 miles - 200 Class					
1		Earl Kiser	General	0:08:41.0, 34.55 mph	
2		Frank Moore	Oldsmobile "Pirate"	5 laps	
3		Joe Moore	Winton	5 laps	
20th June: 5 miles					
1		Carl Fisher	Winton	0:07:45.2, 38.69 mph	
2		Edgar Apperson	Apperson	5 laps	
3		Maurice Darango	Peerless	5 laps	

Beechwood Boulevard, Pittsburgh, PA

20th June 1903 - 0.417 mile sprint

FP	#	Driver	Car	Time
Electric Vehicles				
1		A.L.Banker	Waverly Electric	0:03:03.0
2		Harry Marlin		0:04:18.2
Steam Vehicles				
1		W.H.Artzberger	Artzberger 6	0:02:12.75
2		Rubin Miller		0:02:15.0
Gasoline, under 1000 pounds				
1		A.S.Stewart		0:03:37.0
2		Ed Haus		0:03:39.8
Gasoline, 1000-1500 pounds				
1		F.T.F.Loveroy	Pierce	0:02:29.0
2		D.H.Hostetter	Franklin	0:03:09.2
Gasoline, 1000-2000 pounds				
1		F.A.McCune	Darracq	0:02:21.2
2		W.L.Mellon		0:02:26.0
Gasoline, over 2000 pounds				
1		A.E.Maston	Peerless	0:02:01.0
Final Event				
1		Turner	Peerless	0:02:10.6
2		F.A.McCune	Darracq	0:02:19.4

Fort Wayne Driving Park, IN

27th June 1908 - 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Oldsmobile Race				
1		Harry Meyer	Oldsmobile	0:12:55.5
2		H.E.Duncan	Oldsmobile	
R		Peter Benson	Oldsmobile	
R		Carl Meyer	Oldsmobile	
5 miles – Rambler Race				
1		Ralph Kiplinger	Rambler	0:11:30
2		Larry Randall	Rambler	
3		E.G.Schulz	Rambler	
R		Collier	Rambler	
5 miles – Exhibition				
		W.E.Griffin	Winton	0:08:38
5 miles – Free-for-all, for cars 1250 lb and under				
1		Harry Meyer	Oldsmobile	0:09:47
2		Ralph Kiplinger	Rambler	
3		Collier	Rambler	
5 miles – Match Race, Heat 1				
1		Barney Oldfield		0:05:26
2		Tom Cooper		0:05:34.5
5 miles – Match Race, Heat 2				
1		Barney Oldfield		0:05:30
2		Tom Cooper		0:05:36.25

Last day of the Eagle's carnival.

Mount Washington, NH

July 1903 – 8 mile hillclimb

1		L.J.Phelps	Phelps	1:46:00.0

Grand Rapids Fairgrounds, WI

4th July 1903 – 2 miles

FP	#	Driver	Car	Time
1		Davis		0:06:07
2		Arpin		

This race was held as part of the 4th July celebrations held by the Fraternal Order of Eagles.

Columbus Driving Park, OH

4th July 1903

FP	#	Driver	Car	Time
1 mile - Exhibition				
1	999	Barney Oldfield	Ford	0:00:56.4, 63.83 mph
10 miles - Exhibition				
1	999	Barney Oldfield	Ford	0:09:54.0, 60.61 mph

Mount Etna, IA

4th July 1903

A race was to be held in Fisher Grove half a mile south of the town between cars owned by Dr J.W.Coskley and Frank E. Jones as part of the celebrations, but it was declared off due to the weather.

Beechwood Boulevard, Pittsburgh, PA

11th July 1903 - 0.417 mile sprint

FP	#	Driver	Car	Time
Electric, under 1500 pounds				
1		J.H.Lindsay	Centaur 3	0:02:01.4
2		L.G.Marton	Columbia 2.5	0:02:03.2
Electric, over 1500 pounds				
1		L.E.Reineman	Pope 3	0:02:14.0
Steam, under 1200 pounds				
1		W.H.Artzberger	Artzberger 6	0:01:41.2
Steam, over 1200 pounds				
1		J.H.Lindsay	White Steamer 10	0:01:40.6
Gasoline, under 1000 pounds				
		A.L.Banker	Oldsmobile 4	0:01:51.8
		F.L.Guffey	Decauville 10	0:02:10.8
		A.L.Banker	Peerless 24	0:01:21.8

Newport, OH

11th July 1903 – Cincinnati

FP	#	Driver	Car	Time
Professional Race				
1		Charles Hanauer		

Exposition Park, NE

12th July 1903 – Omaha

FP	#	Driver	Car	Time
3 miles – Free-for-all				
1		Frederickson		0:06:02
	•	Brendels		
3 miles – Gasoline vehicles				
1		Frederickson		
2		Decker		

Newport, OH

18th July 1903 – Cincinnati

FP	#	Driver	Car	Time
Professional Race				
1		Charles Hanauer		
5 miles - Amateur Race				
1		L.K.De Bus		0:10:39.5

Yonkers, Empire City, NY

25th July 1903

FP	#	Driver	Car	Time
5 miles - under 1200 pounds				

1	John Wilkinson	Franklin 10	0:06:54.6, 43.41 mph
2	L.O.Gitchell	Darracq 16	5 laps
3	Frederic A.LaRoche	LaRoche 12	5 laps
4		Orient 4	5 laps

10 miles - Match Race

1	John Wilkinson	Franklin 10	0:15:15.2, 39.34 mph
2	Joe Tracy	Renault 10	10 laps

10 miles - under 1800 pounds

1	Jules Sincholle	Darracq 40	0:10:52.8, 55.15 mph
2	Henri Page	Decauville 40	0:11:26.0
3	George Papillon	Darracq 35	10 laps
4		Panhard 35	

15 miles - Match Race

1	Laurent Grosse	Mercedes 60	0:16:10.8, 55.62 mph
2	Henri Page	Decauville 40	15 laps
3	Charles Wridgway	Peerless 50	15 laps

15 miles - Open

1	Henri Page	Decauville 40	0:16:39.4, 54.03 mph
2	George Papillon	Darracq 35	15 laps
3	Jules Sincholle	Darracq 40	15 laps
R	M.C.Herman	Panhard 70	loose valve spring

15 miles – International Race

1	O.W.Bright	Mercedes 60	0:16:10.8
2	Henri Page	Decauville 40	0:19:10.8
3	Louis P. Mooer	America 80	14 laps/misfire

5 miles - Match Race, Heat 1

1	999 Barney Oldfield	Ford	0:05:09, 58.25 mph
2	Frederic A.LaRoche	Darracq	5 laps

5 miles - Match Race, Heat 2

1	999 Barney Oldfield	Ford	0:04:55, 61.82 mph
2	Frederic A.LaRoche	Darracq	5 laps

1 mile - Record Attempt

	Laurent Grosse	Mercedes 60	0:01:02.2, 57.88 mph
	999 Barney Oldfield	Ford	0:00:55.8, 64.52 mph
	M.C.Herman	Panhard 70	0:01:05.4, 55.05 mph
	Henri Page	Decauville 40	0:01:07.2, 53.57 mph
		Peerless 80	0:01:09.6, 51.72 mph
	George Papillon	Darracq 35	0:01:15.4, 47.75 mph
	John Wilkinson	Franklin 10	0:01:20.4, 44.78 mph

Over three hundred cars were present in the car enclosure at the track. Before the big races, horse-drawn carriages were used to water the course.

Hopedale, MA

22nd August 1903 – 5 miles

FP	#	Driver	Car	Time
1		Clare H.Draper		0:10:55

The race took place on public roads near the town park, as in 1902. The race was part of the III Annual Field Day of the Draper Company.

Columbus Driving Park, OH

28th-29th August 1903

FP	#	Driver	Car	Time

28th August: 5 miles – Match Race, Heat 1

1	Tom Cooper	Ford Cooper	0:05:16.6
2	Barney Oldfield	Winton Bullet II	

28th August: 5 miles – Match Race, Heat 2

1	Barney Oldfield	Winton Bullet II	0:05:04.4
2	Tom Cooper	Ford Cooper	

28th August: 5 miles – Free-For-All

1	Barney Oldfield	Winton Bullet	0:05:14.0
2	Carl Fisher	Fisher	
3	Harry Cunningam	Ford Cooper	

28th August: 5 miles, Touring Car Handicap

1	R.S.Rhoads	White Steamer	0:09:07.6

28th August: 2 miles, Club Dash

1	J.E.Cowan	Knox Waterless	

29th August: 3 miles

1	2 Barney Oldfield	Winton Bullet	0:03:10, 56.84 mph
2	999 Harry Cunningham	Ford	3 laps

29th August: 5 miles

1	Carl Fisher	Mohawk	0:05:35, 53.73 mph
2	999 Harry Cunningham	Ford	5 laps
3	2 Barney Oldfield	Winton Bullet	1 lap/Broken rear axle

Glenville Driving Track, Cleveland, OH

4th-5th September 1903

FP	#	Driver	Car	Time
4th September: 5 miles – Handicap, for club members only				
1		F.B.Stearns	Stearns	0:08:28.6, 35.39 mph
2		Otto Konigslow	Ottokar	0:09:15.0
4th September: 5 miles - Cars under 1800 pounds				
1	2	Barney Oldfield	Winton Bullet	0:05:26
2		Dan Wurgis	Oldsmobile	0:05:44
4th September: 2 miles - Gasoline, 1000 pounds and under				
1		Dan Wurgis	Oldsmobile	0:02:27.4, 48.85 mph
2		Walter Baker	Torpedo Kid	0:02:56.6
4th September: 10 miles - Open				
1		Barney Oldfield	Winton	0:10:35.8, 56.62 mph
2		Dan Wurgis	Oldsmobile	0:11:07.6
4th September: 5 miles - Manufacturer's Challenge Cup				
1		Barney Oldfield	Winton	0:05:25.6, 55.28 mph
2		J.L.Hedges	White	0:06:38.8
4th September: 10 miles - Handicap, Open				
1		W.C.Schroeder	Stearns	0:12:38.4
2		Henri Page	Decauville	10 laps
4th September: 1 mile - Electric Vehicles				
1		W.M.Wright	Waverly Electric	0:01:26.8, 41.47 mph
2		D.Chisholm	Baker Kid	1 lap
5th September: 5 miles - Open				
1	2	Barney Oldfield	Winton Baby	0:05:23, 55.72 mph
2		Jules Sincholle	Darracq 40	5 laps
3		J.L.Hedges	White Snail	5 laps
5th September: 10 miles - Special Event				
1	2	Barney Oldfield	Winton Bullet	0:10:06, 59.41 mph
5th September: 5 miles - Electric Special Event				
1		D.Chisholm	Baker Electric	0:06:29.6, 46.20 mph
5th September: 1 mile - Heat Race				
	2	Barney Oldfield	Winton Bullet	0:01:12.2, 49.86 mph
	2	Barney Oldfield	Winton Bullet	0:01:06.0, 54.54 mph
5th September: 2 miles - Gasoline Vehicles, under 800 pounds				
1		Walter Baker	Torpedo Kid	0:02:57.8, 40.49 mph

2	W.Wigle	Oldsmobile	2 laps	

5th September: 10 miles - Handicap

1	Jules Sincholle	Darracq 40	0:11:52.4	1:00 Handicap
2	Henri Page	Decauville	0:11:52.4	1:02 Handicap
3	Barney Oldfield	Winton Bullet		

5th September: 5 miles - Electric vehicles

1	Walter Baker	Baker	5 laps
-	E.W.Gilbert		swerved off track
-	D.Chisholm		Gilbert swerved across Chisholm.

5th September: 10 miles - Open, Handicap

1	W.C.Schroeder	Stearns	0:12:21.0
2	J.L.Hedges	White Turtle	10 laps

5th September: 10 miles - Australian Pursuit

1	Barney Oldfield	Winton Baby	7 laps/Finished
2	Henri Page	Decauville	6 laps/Out/6.4 miles
3	W.C.Schroeder	Stearns	2 laps/Out/1.75 miles

5th September: 10 miles - Steam, Speed Trials

	J.L.Hedges	White Turtle	0:12:40.8, 47.32 mph

5th September: 8 miles - Time Trial

	Barney Oldfield	Winton Baby	0:08:09.4, 58.85 mph

Walter Baker's Torpedo Kid was a 1300 lb electric car, so what was it doing competing in two races for gasoline cars? Most probably it was entered as a competitive vehicle to make up the numbers, due to the paucity of the entry. Walter Baker married the daughter of one of the White brothers, who made steam vehicles (and limited numbers of electric and gasoline vehicles) which Baker often competed against. The White brothers became capital investors in the Baker Motor Company.

New Park, Waterville, MA

7th September 1903

FP	#	Driver	Car	Time
1		G.E.Scates		

Coshocton Fairgrounds, OH

7th September 1903 – ½ mile oval

Automobile races were held as part of the Labor Day celebrations, but no results appear to have been reported in the contemporary press - they only note that the races occurred.

Grosse Pointe, MI

8th-9th September 1903

FP	#	Driver	Car	Time
8th September: 5 miles - Under 2000 pounds				
1		Jules Sincholle	Darracq 40	0:06:05.4, 49.35 mph
2	2	Barney Oldfield	Winton Bullet	5 laps
3		Henri Page	Decauville	5 laps
4		Harry Cunningham	Packard "Gray Wolf"	5 laps
5		Dan Wurgis	Oldsmobile	5 laps
6		E.Prong	Oldsmobile	5 laps
8th September: 5 miles - Manufacturer's Challenge Cup				
1	999	Tom Cooper	Ford	0:05:32.6, 54.12 mph
2		Harry Cunningham	Packard "Gray Wolf" 25	5 laps
3	2	Barney Oldfield	Winton Bullet	5 laps
4		Dan Wurgis	Oldsmobile	5 laps
5		J.B.Hodges		
8th September: 5 miles - Match Race				
1	2	Barney Oldfield	Winton Bullet	0:05:46.0, 52.17 mph

2	999	Tom Cooper	Ford	0:05:49.0

8th September: 10 miles - Open

1	2	Barney Oldfield	Winton Bullet	0:12:19.0, 48.71 mph
2		Henri Page	Decauville	10 laps
3		George Papillon		10 laps
4		Harry Cunningham	Packard "Gray Wolf"	

8th September: 5 miles - Under 1000 pounds

1		Dan Wurgis	Oldsmobile	0:08:23.6, 35.74 mph
2		E.Prong		5 laps

8th September: 15 miles - Special Race

1		Jules Sincholle	Darracq 40	0:16:03.0, 56.07 mph
2		Henri Page	Decauville	15 laps
3		George Papillon		15 laps

9th September: 5 miles

1		Frank Kulick	Ford	0:05:40, 52.94 mph
2		W.F.Winchester	Franklin	5 laps

9th September: 5 miles

1		Barney Oldfield	Peerless "Green Dragon"	0:05:00, 60.00 mph
2		Charles Gorndt	Winton	0:05:07

9th September: 15 miles

1		Earl Kiser	Winton	0:14:51, 60.61 mph
2		Barney Oldfield	Peerless "Green Dragon"	15 laps

9th September: 5 miles

1	999	Tom Cooper	Ford	0:05:18, 56.60 mph
2	2	Barney Oldfield	Winton Bullet	0:05:22

9th September: 5 miles - Match Race

1	2	Barney Oldfield	Winton Bullet	0:05:15, 57.14 mph
2	999	Tom Cooper	Ford	0:05:17

9th September: 10 miles

1		Harry Cunningham	Packard "Gray Wolf" 25	0:10:48, 55.56 mph
2	2	Barney Oldfield	Winton Bullet	6 laps/Blown tyre/accident

Oldfield's front tyre burst, sending the car through the fence where it hit Frank Shearer, a spectator. Shearer died in an ambulance on the way to hospital. Oldfield received several cuts and a broken rib.

Zanesville, OH

9th September 1903

FP	#	Driver	Car	Time

5 miles - Match Race

1		Frank Garbutt	White Steamer	0:07:15, 41.38 mph
R		Carl Fisher	Mohawk	Blown tyre/Accident
NS		Kiser	Mohawk	Mechanical problem

N.B. - Fisher went through the fence into spectators, killing John Goodman and injuring others.

New York State Fairgrounds, NY

12th September 1903 – Syracuse

FP	#	Driver	Car	Time

5 miles – Open, carrying 200 lbs for a $100 Silver Cup

1		R.M.Cornwall		0:05:40
2		John Wilkerson		

5 miles – Touring cars, for a Silver Cup

1		A.E.Petrie		0:09:55
2		H.H.Mundy		

5 miles – Match Race, Heat 1, for a $175 Silver Cup

1	Jules Sincholle	Darracq	0:05:15.4
2	F.A.Laroche		0:05:33.4

5 miles – Match Race, Heat 2, for a $175 Silver Cup

1	F.A.Laroche		0:05:44.8
2	Jules Sincholle	Darracq	DNF

5 miles – Match Race, Heat 3, for a $175 Silver Cup

1	Jules Sincholle	Darracq	0:05:14.2
2	F.A.Laroche		0:05:22.2

5 miles – Syracuse Automobile Club Members Handicap

1	John Wilkerson		0:08:23.5

Wisconsin State Fairgrounds, WI

11th-12th September 1903 – Milwaukee

FP	#	Driver	Car	Time
11th September: 1 mile				
		Edward Huff	Winton Bullett	0:01:08
12th September: 5 miles – Record Attempt				
		Frank Day	Winton Bullet	3 laps/fatal accident

The car Day was driving was owned by Tom Cooper, and was the same one which was crashed by Barney Oldfield at Grosse Pointe. Day was finishing the fourth lap when he ran into a fence and turned over. Day was thrown out onto the track. Edward Huff claimed that the accident was the result of a defective track – the track was too soft and permitted the car to slide at the turn.

St.Johnsbury, VT

15th-17th September 1903 – ½ mile oval

FP	#	Driver	Car	Time
15th September: 3 miles – Heat 1				
1		Dr John M.Allen		
•		Dr T.R.Sties		
15th September: 3 miles – Heat 2				
1		Dr T.R.Sties		
2		Dr John M.Allen		
15th September: 3 miles – Heat 3				
1		Dr John M.Allen		
2		Dr T.R.Sties		

A best time of 1m54.5 was set during these three heats.

17th September
Dr John M.Allen was contesting a race with Edmund Follansby when he suddenly left the track while travelling at 50 mph and went over a 15 foot high embankment. Herbert Lamphere, who was riding on the front of Allen's car for the purpose of balancing the car through the curves, was thrown against a rail used for hitching horses and was killed instantly. Allen was severely injured, as was Fred Carrick, a spectator. Lamphere was 22 years old and was survived by a wife and young son. The other cars in the race were stopped to prevent further collisions.

Part of the 57th annual Caledonia County Fair.

Milwaukee, WI

17th September 1903 – State Fairgrounds

FP	#	Driver	Car	Time

5 miles – Record Attempt

	Frank M.Day	Winton Bullet	4 miles/fatal accident

Day was driving Barney Oldfield's record-breaking car when after completing four miles he swerved and ran into the fence, turning over. The car hit Day on the back of the head, knocking him unconscious from which he never recovered.

South Weymouth, MA

18th September 1903

Part of the 39th annual exhibition of the Weymouth agricultural society. The automobile race was the final event of the day, and featured five vehicles. Best time was 2m05.75.

Narragansett Park, RI

19th September 1903

FP	#	Driver	Car	Time
3 miles - Steam Vehicles, Open				
1		George Cannon	Cannon Steamer	0:03:49
2		Louis Ross	Ross Steamer	3 laps
3		Frank Durbin	Stanley Steamer	3 laps
5 miles				
1		Charles Schmidt	Packard "Gray Wolf"	0:05:35, 53.73 mph
2		Paul Sartori	Mercedes	0:05:41
3		George Cannon	Cannon Steamer	5 laps
5 miles				
1		Henri Page	Decauville	0:05:28, 54.88 mph
2		Frederic A.LaRoche	Darracq	0:05:37
3		Charles Schmidt	Packard "Gray Wolf"	5 laps
10 miles				
1		Henri Page	Decauville	0:10:48, 55.56 mph
2		Charles Schmidt	Packard "Gray Wolf"	10 laps
3		Paul Sartori	Mercedes	10 laps

Grand Rapids Speedrome, MI

26th September 1903 – 1.125 mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Carl Fisher		0:06:52
2		Earl Kiser		
5 miles				
1		Carl Fisher		0:06:54
2		Earl Kiser		

The track was heavy, so an attempt against the world record mile was not attempted.

Yonkers, Empire City, NY

3rd October 1903

FP	#	Driver	Car	Time
5 miles - Under 1200 pounds				
1		Joe Tracy	Richard-Brazier 24	0:05:02.4
2		Frederic A.LaRoche	Darracq 24	5 laps
3		L.D.Plank	Cadillac 6hp	5 laps

10 miles - Under 1800 pounds

1	Henri Page	Decauville 40	0:10:16.4, 58.40 mph
2	Harry Cunningham	Packard 25	10 laps
3	Frederic A.LaRoche	Darracq 40	10 laps

5 miles - Locomobile Special Race

1	Archie McNeil	Locomobile	0:07:19.4, 40.96 mph
2	D.H.Warner	Locomobile	5 laps
3	William Wallace	Locomobile	5 laps

10 miles - Match Race

1	Henri Page	Decauville 40	0:10:23, 57.8 mph
2	Charles Schmidt	Packard Gray Wolf 25	10 laps

15 miles - Free-For-All

1	2 Barney Oldfield	Winton Bullet 40	0:14:35.0, 61.71 mph
2	Henri Page	Decauville 40	15 laps
3	Harry Cunningham	Packard 25	15 laps
4	Laurent Grosse	Mercedes 60	15 laps
5	John Peyer	Renault 24	4 laps/Out

5 miles - Handicap Race

1	L.D.Plank	Cadillac 6hp	0:04:43.2
2	Henri Page	Decauville 40	5 laps
3	Harry Cunningham	Packard 25	5 laps

1 mile - Record Run

1	Henri Page	Decauville 40	0:01:01, 59.0 mph
2	Charles Schmidt	Packard Gray Wolf 25	1 lap

Piedmont Park, GA

7th-9th October 1903 – ½ mile dirt oval

FP	#	Driver	Car	Time

7th October: 5 mile race – For $1000 Purse, Heat 1

1		Carl Fisher		
2		Earl Kiser		

7th October: 5 mile race – For $1000 Purse, Heat 2

1		Earl Kiser		
2		Carl Fisher		

8th October: 5 mile race – For $1000 Purse, Heat 3

1		Carl Fisher		
2		Earl Kiser		

9th October: 5 mile race – For $1000 Purse, Heat 4

1		Earl Kiser		5 laps
R		Carl Fisher		3 laps/wrenched sprocket

Part of the 5th Annual Southern Interstate Fair.

I Annual Endurance Contest of the National Association of Automobile Manufacturers

7th-15th October 1903 – New York-Pittsburgh: 794 miles

Route:

7th August	New York to Pine Hill	120 miles
8th August	Pine Hill to Binghamption	116 miles
9th August	Binghampton to Bath	104 miles
10th August	Bath to Buffalo	123 miles
11th August	Rest Day	
12th August	Buffalo to Erie	92 miles
13th August	Erie to Cleveland	108 miles
14th August	Cleveland to Youngstown	79 miles
15th August	Youngstown to Pittsburgh	52 miles

41 entrants.

The winner of the contest was not decided by speed, but on a points basis, with a maximum of 6000 available. 1500 points are available based on the condition of the car at the end, 3000 for running without stops, 250 points for the efficiency of the brakes, and 1000 for the hill-climbing capacity of the cars. Each entrant at the time of entry had to nominate an observer, and the entrant was then responsible for his behaviour. No observer was allowed to ride on a car made, owned or controlled by his entrant, and observers had to change car each day. This was to try and ensure fair reporting on the performance of the cars. To help show the contestants where to go, the innovation of spreading confetti at the corners of roads was used.

Five cars withdrew before the contest started, which included one Columbia, two Peerless's and two Stevens-Duryea cars. 34 cars in total took the start, as well as two pilot cars.

7th October – Holey retired before reaching Pine Hill.

8th October – Stearns slid and run into a stone wall, damaging the steering gear. Heavy rain made the going difficult, which prevented many cars reaching Binghampton that evening, so the judges left the control open until the following morning, rather than closing it at midnight.

9th October – Even heavier rains fell in the Catskill Mountains, which turned the roads into streams. As stopping would cause the contestants to incur penalties, they had to continue onwards.

10th October – One car caught fire and was totally destroyed. Only nine cars took the start in Bath on time in heavy rain, most of the others still being on their way due to the rain and mud. Riker's Locomobile broke down 10 miles east of Bath, so his wife slept in the car and he and his observer sat on the sidewalk all night.

11th October – Car #2 broke an axle and was towed into Buffalo. Five other cars arrived in Buffalo this day, with a further 14 reported as still being en-route. Seven cars had definitely withdrawn. The drivers of the two pilot cars, Winsor and Fred A.Nickerson, were arrested on arrival in Buffalo for scattering confetti on city streets, but were discharged by the mayor who said that the arrest had been a mistake.

15th October – The following all got through meeting all requirements, and were awarded Gold Medals: George Soules, Percy Pierce, P.H.Deming, Charles Shepple, Webb Jay, Arthur Gardiner, E.T.Fetch, B.B.Holcomb and F.B.Stearns.

Cls	#	Operator	Entrant	Car	Price ($)	Weight (lbs)	# of passengers	Start Time
A	17	Edward Collier	Thomas B.Jeffery & Co	Rambler	750	1350	2	7:05:00
A	18	Arthur Gardiner	Thomas B.Jeffery & Co	Rambler	750	1350	2	7:11:00
A	20	F.L.Thomas	Fredonia Manufacturing Company	Fredonia	1000	1360	2	7:58:00
A	22		B.V.Covert & Co		750	750	2	
A	32	F.D.Homan	Northern Manufacturing Company	Northern	800	1000	2	7:10:30
A	33	A.W.Hall	Northern Manufacturing Company	Northern	800	1000	2	7:26:30
A	34	V.M.Gunderson	Northern Manufacturing Company	Northern	800	1000	2	7:27:30
A	37	George M.Holley	Holley Motor Company	Holley	650	880	2	7:30:00
A	39	E.D.Dean	Olds Motor Works	Oldsmobile	650	920	2	7:06:30
A	40	D.J.Wurgis	Olds Motor Works	Oldsmobile	650	920	2	7:07:00
A	41	L.L.Whitman	Olds Motor Works	Oldsmobile	650	920	2	7:09:30
B	11		J.Stevens Arms and Tool Company		1250	1320	2	
B	12		J.Stevens Arms and Tool Company		1200	1320	2	
B	15	Percy P.Pierce	George N.Pierce Company	Pierce	1200	1280	3	7:00:30
B	19	C.T.Gauter	Fredonia Manufacturing	Fredonia	1250	1700	4	7:55:00

			Company					
B	23	H.M.Davis	Knox Automobile Company	Knox	1250	1850	4	7:07:30
B	26	W.H.Bex	H.H.Franklin Manufacturing Company	Franklin	1300	1100	2	7:27:30
B	27	John Wilkinson	H.H.Franklin Manufacturing Company	Franklin	1300	1100	2	7:28:30
B	28	C.A.Benjamin	H.H.Franklin Manufacturing Company	Franklin	1300	1100	2	7:29:00
B	29	George Barnes	Haynes-Apperson Company	Haynes-Apperson	1450	1430	2	7:25:00
B	30	Frank Nutt	Haynes-Apperson Company	Haynes-Apperson	1450	1430	2	7:25:30
B		G.P.Dorris	St Louis Motor Car Company	St Louis	1500	1760	3	7:35:00
C	10	George Soules	Pope Motor Car Company	Toledo	2000	1900	4	7:06:00
C	13	L.J.Phelps	Phelps Motor Vehicle Company	Phelps	2000	1500	4	7:09:00
D	4	G.S.Waite	White Steam Motor Company	White	2060	1675	4	7:01:00
D	5	Webb Jay	White Steam Motor Company	White	2060	1675	4	7:03:00
D	6	P.N.Deming	White Steam Motor Company	White	2060	1675	4	7:03:30
D	14	Charles Sheppy	George N.Pierce Company	Arrow	2500	1990	4	7:00:00
D	16	E.T.Fetch	Packard Motor Car Company	Old Pacific	2500	2200	2	7:04:00
D	24	J.E.Cowan	Knox Automobile Company	Knox	2200	2450	4	7:08:00
D	25	Frank H.Fowler	Knox Automobile Company	Knox	2200	2400	4	7:08:30
D	31	H.W.Lautermann	Haynes-Apperson Company	Haynes-Apperson	2500	2350	4	7:26:00
E	35	F.B.Stearns	F.B.Stearns Company	Stearns	3000	3000	6	7:10:00
F	7		Peerless Motor Car Company		3500	2400	4	
F	8		Peerless Motor Car Company		3500	2400	4	
F	21		Searchmont Automobile Company		4000	2900	4	
G	1		Electric Vehicle Company		5000	3100	6	
G	2	B.B.Polcomb	Electric Vehicle Company		5000	3100	6	
G	3	Laurence Duffie	Electric Vehicle Company	Columbia	5000	3100	6	7:02:30
G	9	M.W.Winters	Pope Motor Car Company	Toledo	4500	2700	4	7:05:30
G	36	A.L.Riker	Locomobile Company of America	Locomobile	4000	2300	4	7:02:00
G	38		Springer Motor Vehicle Company		7000	2500		

Note that the drivers are in the correct cars, but the numbers might not be. One list gave the car number and entrant, but no driver or car. Another list gave the car, entrant and driver, but no car numbers.

Class A	$1000 and less
Class B	$1001-$1500
Class C	$1501-$2000
Class D	$2001-$2500
Class E	$2501-$3000
Class F	$3001-$3500
Class G	Over $3500

Brightwood Park, DC

28th October 1903 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles – Gasoline vehicles costing $800 or less				
1		B.W.Shaw	Cadillac	0:06:40
2		Charles E.Tyser	Cadillac	4 laps/retired
		A.L.Cline	Rambler	
		E.P.Nussbaum	Rambler	
		A.L.Kull	Ford	
		P.H.Edmonds	Oldsmobile	
		W.Leslie Edison	Holly	
		A.L.Kull	Cleveland	
5 miles - Gasoline vehicles costing $800 or less				
1		B.W.Shaw	Cadillac	0:10:15
			Cadillac	
		A.L.Cline	Rambler	
		E.P.Nussbaum	Rambler	
		A.L.Kull	Ford	
3 miles – Gasoline vehicles weighing under 1800 lbs				
Final				
1		George P.Dorris	St.Louis	0:06:05
2		B.W.Shaw	Cadillac	
Semi-Final 1				
1		George P.Dorris	St.Louis	0:06:20
2		H.L.Owesney	Stevens-Duryea	
Other Entrants:				
		A.L.Cline	Rambler	
			Cadillac	
5 miles – Gasoline vehicles weighing under 1800 lbs				
1			Winton	0:09:35
2		George P.Dorris	St.Louis	
			Winton	
5 miles – Free-for-all				
1		Howard W.Gill	Stanley Steamer	0:09:38
2			Winton	
			Cadillac	
		B.W.Shaw	Cadillac	
			Stevens-Duryea	
		George F.Joslin	Conrod	
5 miles – Match race, for gasoline vehicles weighing over 1800 lbs, operated by owners.				
1		Howard W.Gill	Stanley Steamer	0:09:33
2		George P.Dorris	St.Louis	

Organised by the Washington Automobile Dealers' Association.

Brighton Beach, NY

31st October 1903

FP	#	Driver	Car	Time
5 miles - Under 1200 pounds, Lightweight Cup				
1		Joe Tracy	Richard-Brazier 16	0:06:41.8, 44.80 mph
2		Frederic A.LaRoche	Darracq 12	0:08:28.8
3		O.A.Reed		5 laps
10 miles - Under 1800 pounds, The Seaside Scurry				
1		Maurice Bernin	Renault 30	0:11:23.4, 52.68 mph
2		Frederic A.LaRoche	Darracq 40	0:11:35.2
3		Albert Champion	Packard 25	10 laps
15 miles - Free-For-All, Record Cup				

1	Maurice Bernin	Renault 30	0:16:18.2, 55.20 mph
2	Frederic A.LaRoche	Darracq 40	0:17:30.0

3 miles - Match Race, Steam Cars

1	George Cannon	Cannon Steamer 6	0:03:46.6, 47.66 mph
2	John Howard		0:04:33.6

5 miles - Gentlemen Operators, The Rivals

1	Frederic A.LaRoche	Darracq 40	0:06:32.4, 45.87 mph
2	C.A.Hayden	Franklin 10	5 laps

5 miles - Manufacturer's Cup

1	Frederic A.LaRoche	Darracq 40	0:06:07.6, 48.97 mph
2	Harry Cunningham	Packard 25	5 laps

Pursuit Race, Free-For-All

1	Maurice Bernin	Renault 30	2 laps/Finished
2	Frederic A.LaRoche	Darracq 40	1 lap/Passed/13/16 miles

10 miles - Handicap

1	Charles Carlson	Winton 15	0:15:05	0:05 Handicap
2	Frederic A.LaRoche	Darracq 40	10 laps	4:20 Handicap

Ingleside, San Francisco, CA

6th-8th November 1903

FP	#	Driver	Car	Time	
6th November: 5 miles - Up to 6.5 hp					
1		W.E.Saunders	National Toledo	0:06:25.2, 46.73 mph	
2		Frank Garbutt	White	5 laps	
3		Pierre Desmet	Mors	5 laps	
6th November: 10 miles - Free-For-All					
1	2	Barney Oldfield	Winton Bullet 120	0:11:00.2, 54.53 mph	
2	3	William Graham	Winton Bullet	10 laps	
3		Pierre Desmet	Mors	10 laps	
6th November: 5 miles - Handicap					
1		C.C.Elb	Oldsmobile	0:08:46.4	2:30 Handicap
2		Pierre Desmet	Mors	5 laps	0:40 Handicap
3		C.S.Luckhardt	Rambler	5 laps	2:05 Handicap
6th November: 2 miles - Gas Vehicles, under 7 hp					
1		W.F.Hunt	Oldsmobile	0:03:27.2, 34.75 mph	
2		C.S.Luckhardt	Rambler	2 laps	
6th November: 5 miles - Open, under 1200 pounds					
1		W.F.Winchester	Franklin	0:08:05.2, 37.10 mph	
2		R.J.Luckhardt	St.Louis	5 laps	
6th November: 5 miles - Gasoline Vehicles, under 25 hp					
1		W.E.Saunders	National Toledo	0:06:46.8, 51.90 mph	
2		W.F.Winchester	Franklin	5 laps	
7th November: 3 miles - Up to 6.5 hp					
1		Walter Grothe	White Steamer	0:05:25, 22.15 mph	
2		W.F.Hunt	Oldsmobile	2 laps	
3		W.H.Kellogg	Buckboard	2 laps	
7th November: 5 miles - Under 1201 pounds					
1		W.F.Winchester	Franklin	0:07:59.2, 32.56 mph	
2		R.G.Fowler	Franklin	5 laps	
3		C.S.Luckhardt	National Rambler	5 laps	
7th November: 5 miles - Under 1801 pounds					
1	3	Barney Oldfield	Winton Bullet	0:05:41.8, 52.66 mph	
2		Pierre Desmet	Mors	5 laps	
3		Walter Grothe	White Steamer	5 laps	
7th November: 10 miles - Open Event					
1	2	Barney Oldfield	Winton Bullet 120	0:10:19.2, 58.14 mph	
2	3	William Graham	Winton Bullet	10 laps	

3	W.E.Saunders	National Toledo	10 laps
4	Pierre Desmet	Mors	4 laps/Withdrew/too slow

7th November: 5 miles - Handicap

1	W.H.Kellogg	Buckboard	0:09:24
2	W.E.Saunders	National Toledo	5 laps
3	R.G.Fowler	Franklin	5 laps

7th November: 5 miles - Open, under 25 hp

1	W.E.Saunders	National Toledo	0:06:24.2, 46.85 mph
2	Frank Garbutt	White Steamer	5 laps

8th November: 5 miles - Open, California Owned

1	Walter Grothe	White Steamer	0:06:30.8, 46.06 mph
2	H.D.Ryus	White "Ghost" Steamer	5 laps

8th November: 10 miles - Free-For-All

1	2 Barney Oldfield	Winton Bullet	0:09:51.2, 60.89 mph
2	H.D.Ryus	White "Ghost" Steamer	Did not finish

8th November: 5 miles - Gasoline powered, 35 hp and under

1	W.E.Saunders	National Toledo	0:08:25.8, 35.59 mph
2	W.F.Winchester	Franklin	5 laps
3	R.G.Fowler	Franklin	5 laps

8th November: 10 miles - Handicap, Free-For-All

1	Pierre Desmet	Mors	0:11:42.6, 51.24 mph
2	R.G.Fowler	Franklin	10 laps
3	H.D.Ryus	White "Ghost" Steamer	10 laps

8th November: 5 miles - Steam Powered

1	H.D.Ryus	White "Ghost" Steamer	0:07:23.4, 40.59 mph
2	Walter Grothe	White Steamer	5 laps

8th November: 1 mile - Exhibition Time Trial

1	2 Barney Oldfield	Winton Bullet	0:00:56.0, 64.29 mph

San Jose, CA

15th November 1903

FP	#	Driver	Car	Time
1 mile - Time Trial				
	2	Barney Oldfield	Winton Bullet	0:01:00.4, 59.60 mph
2 miles - Oldsmobile Race				
1		G.Darby	Oldsmobile	0:05:34.0, 21.56 mph
2		Osen	Oldsmobile	2 laps
3		Richmond	Oldsmobile	2 laps
3 miles - Special				
1		C.H.Letcher	Cadillac	0:06:01.8, 29.85 mph
=		Cooper	Cadillac	0:06:01.8

Agriculture Park, Los Angeles, CA

20th-22nd November 1903

FP	#	Driver	Car	Time
20th November: 5 miles - Gasoline, 1000-1500 pounds				
1		W.G.Hansen	Tourist	0:07:43.0, 38.88 mph
2		W.K.Cowan	Rambler	5 laps
3		Ross Foster	Shepmobile	5 laps
20th November: 5 miles - Stock Chassis, Gasoline				
1		Ralph Hamlin	Oriental Buckboard	5 laps
2		W.F.Winchester	Franklin	5 laps
3		Clarence Clark	General	5 laps
4		W.K.Cowan	Rambler	5 laps

20th November: 5 miles - Free-For-All, 20 hp and under

1	W.F.Winchester	Franklin	0:07:08.25, 42.03 mph
2	Frank Garbutt	White	5 laps

20th November: 5 miles - Free-For-All, Chanslor Cup

1	W.E.Saunders	National Toledo	0:05:52.25, 51.10 mph
2	Bruno Seibel	Mercedes	5 laps
3	W.G.Hansen	Tourist	5 laps
4	Eddie Keller	Tincher	Did not finish
5	George Stamm	Coyote	Did not finish

20th November: 1 mile - Record Attempt

1	3 Barney Oldfield	Winton Bullet	0:00:55.0, 65.45 mph

20th November: 10 miles - Free-For-All

1	3 Barney Oldfield	Winton Bullet	0:10:40.6, 56.20 mph
2	W.E.Saunders	National Toledo	10 laps
3	Frank Garbutt	White	10 laps
4	Bruno Seibel	Mercedes	10 laps

20th November: 5 miles - Huntington Cup

1	H.D.Ryus	White "Ghost" Steamer	0:06:06.0, 49.18 mph
2	W.F.Winchester	Franklin	5 laps
3	W.E.Saunders	National Toledo	5 laps
4	Eddie Keller	Tincher	5 laps

21st November: 15 miles - Exhibition

1	3 Barney Oldfield	Winton Bullet	0:15:44.8, 57.15 mph

21st November: 5 miles

1	W.F.Winchester	Franklin	0:06:47.0, 44.23 mph
2	W.G.Hansen	Tourist	5 laps
3	Clarence Clark	General	5 laps
4	Ralph Hamlin	Oriental Buckboard	5 laps

21st November: 5 miles

1	W.E.Saunders	National Toledo	5 laps
2	H.D.Ryus	White "Ghost" Steamer	5 laps
3	Frank Garbutt	White	5 laps
4	George Stamm	Coyote	5 laps

21st November: 5 miles - Match Race, 1800 pounds

1	3 Barney Oldfield	Winton Bullet	0:05:44.75, 52.21 mph
2	H.D.Ryus	White "Ghost" Steamer	5 laps

21st November: 5 miles - Open Race

1	Frank Hughes	Oldsmobile	5 laps
2	W.K.Cowan	Rambler	5 laps
3	Ralph Hamlin	Oriental Buckboard	5 laps

21st November: 3 miles

1	W.F.Flint	Stevens-Duryea	3 laps
2	George Ellis	St.Louis	3 laps
3	A.W.Eager	Rambler	3 laps

21st November: 10 miles - Match Race

1	2 Barney Oldfield	Winton Bullet	10 laps
2	3 William Graham	Winton	10 laps

22nd November: Record Attempt

	2 Barney Oldfield	Winton Bullet	0:00:54.8, 65.69 mph, 1 lap
	2 Barney Oldfield	Winton Bullet	0:04:40.2, 64.24 mph, 5 laps
	2 Barney Oldfield	Winton Bullet	0:09:57.0, 60.30 mph, 10 laps

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District Line-Frederick, DC-MD

25th November 1903 – 51 miles

FP	#	Driver	Car	Time	
1		H.L.Owesney		2:06	*heavy car*
2		R.B.Caverley		2:09.5	*heavy car*
3		W.J.Foss		2:11	*heavy car*
		F.B.Pyle		2:13	*light car*

H.E.Doyle		2:16:25	*light car*
S.P.Libbey		2:18	*light car*
W.L.Edison			
A.L.Kull			
Corby Bros.			
Vincent Walsh			
F.H.Edmonds			
Charles H.Weaver			
A.L.Cline			

Eagle Rock Hill, NJ

26th November 1903 - Hillclimb

FP	#	Driver	Car	Time
1 mile - Gasoline, under $1000				
1			Cadillac 6.5	0:03:19
2		L.J.Wyckoff	Orient Buckboard 4	0:03:34
3			Cadillac	0:03:42
4		George Paddock	Oldsmobile	0:03:53.5
5		H.J.Koehler	Rambler	0:04:06.5
6		J.A.Plank	Oldsmobile	0:04:07.75
7			Cadillac	0:04:17
8		L.I.Chinn	Cadillac	0:08:05
1 mile - Gasoline, $1000-$1800				
1			Stevens-Duryea 7	0:01:38.5
2			Franklin 10	0:03:21.5
3		W.T.Baird	Stevens-Duryea 7	0:04:13.75
4		H.Powers	Duryea	0:04:59.25
1 mile - Steam Vehicles				
1		A.Phelps	Locomobile 4	0:03:54
1 mile - Gasoline, $1800-$3000				
1		L.J.Phelps	Phelps 15	0:02:21.25
2		R.T.Heitmeyer	Darracq 16	0:03:55
3			Peerless	0:04:09.5
4		Thomas McCarty	Winton	0:06:25
1 mile - Gasoline, over $3000				
1		William K.Vanderbilt	Mors 20	0:01:36.75
2		Frederic A.LaRoche	Darracq	0:01:46
3		H.W.Whipple	Mercedes	0:02:11
4		N.F.Brady	Columbia	0:03:20
Electric Vehicles				
1			Columbia 8	0:06:38.0
2		H.W.Whipple	National 5	0:07:39.5
Gasoline Touring Cars				
1		L.J.Phelps	Phelps 15	0:02:55.75
2		A.Phelps	Locomobile 4	0:03:37.25

Dallas Fairgrounds, TX

12th December 1903 – 3 miles

FP	#	Driver	Car	Time
1		L.O.Daniel		

Other Matters of the Year

It shouldn't be underestimated the effect that the fatal accidents in the Paris-Madrid race had in America. They were headline news all across the USA, from the major cities to the smaller townships. Coupled with the accident at Staten Island in 1902, it created an almost unstoppable momentum against road racing. It could have almost stopped motor-racing full stop, given the vitriol against the sport shown in newspaper editorials. Races were cancelled across the country, and it was only closed-course events which went ahead. The Automobile Club of America had already washed its hands of road racing, so it was exceedingly brave of the

American Automobile Association to even contemplate staging the Vanderbilt Cup in 1904, as had something gone wrong they would have faced virtual extinction. As it was, the race was international in stature and proved that such races were capable of being staged. It sounded the death-knell for the Automobile Club of America, as they were now becoming an irrelevance, and as the American Automobile Association had staged the race, they were invited to become the representative AIACR, which was set up in 1904. Thus started their stranglehold on American racing.

- C.B.Shanks, who claimed to represent Alexander Winton, challenged Henri Fourner to a match race in January which was to happen at the Empire City Trotting Club (ECTC) in Yonkers. When the race didn't happen, the ECTC protested to the American Automobile Association who warned Winton, threatening him with suspension if he refused to start a race again.

- The Garfield Driving Park Association announced that it was to hold races on the 30th May, and every Saturday afternoon during the season, and these were to include automobile races. There are no reports of the automobile races taking place.

- Automobile races were scheduled to be held at the Elyria Fairgrounds, OH, by the Elyria Automobile Club on the 4th July (these were the first races to be held by the club). There were to be two races: a 10 mile race, open to all, and a 1 mile race, in heats, best two in three, open to cars weighing 1200 lbs or less. There are no reports of the event actually taking place.

- Automobile races were planned for 4th July celebrations in Pomona, CA. It is not known if they took place.

- Automobile races were scheduled for the 4th July celebrations at Litchfield, OH. It is not known if they took place.

- An automobile race was announced for the 4th July celebrations in Spirit Lake, IA. The race did not take place, possibly due to rain.

- A Sport Carnival to be held at Santa Barbara, CA, from the 13th-25th July was to hold an automobile races on the 24th. It is not known if they took place.

- Sprint events were organised for the Hillside Track, Belleville, NJ, on the 26th July. The track was a one-third mile dirt course. One of the events was to be a 1 mile race between Edward Wyckoff and Edward J.Willis for a wager of $250. There were no reports of the days results reported in the press.

- A 25 mile automobile race from Saratoga Springs, NY, to Schuylerville and back was announced, to be held in August. Entrants were expected to be Harry Payne Whitney, John W.Gates, Harry Gates, Charlie Gates, E.R,Thomas, Jesse Lewisohn, and W.K.Vanderbilt Jr and Foxhall P.Keene, if the two last named went to Saratoga as expected. The newspaper report said that "only the consent of the village father, it is said, is needed to assure the event." Whether it happened or not was not reported.

- Automobile races were to be run at Del Monte, CA, on the 10th August - Frank Garbutt was to enter in his White 10 ho steam car. It is not known if the races took place.

- Automobile races were advertised for the Hamilton County Fair to be held at Oakley, Ohio on the 18th August. The following races were announced: two mile race for light steam cars, five mile race for light gasoline runabouts, three mile race for medium weight steam cars, five mile race for medium weight gasoline cars, ten mile race for gasoline touring cars. It is not known if these races took place.

- Races were announced by the Independent Fair Association, to be held at the Carthage Fairgrounds, NY, on the 18th August. It is not known if it took place.

- Races were advertised for the 20th and 21st August in Davenport, IO. Pope were to send three cars, Moline two, Plinton two and Thomas one. It is now known if the races took part.

- Old Home Week opened in Bridgeport, CT, on the 31st August, but the poor weather caused the scheduled automobile race at Seaside Park to be postponed. The races were rescheduled for later in the week, but it isn't known if they did take place.

- A 5 mile automobile race was advertised for the Labor Day celebrations (7th September) at the Fitchburg Driving Park, MA. Reports of the days events don't mention any automobile race taking place.

- A 2 mile automobile race for a prize of a smoking set was advertised for the Labor Day celebrations in Mt Vernon, OH, on the 7th September. There is no report of the race taking place.

- Automobile races were scheduled for the Labor Day celebrations to be held in Pueblo, CO, on the 7th September. The races, entrants and prizes were announced as follows:
    - 5 mile steam wagon race. Entrants: S.Porter, O.J.Horseman. Prize: 1 box of Helen Gould cigars, donated by the Opera House cigar store.
    - 5 mile Oldsmobile race. Entrants: C.W.Fowler, A.L.Marksheffel, F.L.Cuddeback. Prize: 1 leather suitcase.
    - 5 mile Touring Car race. Entrants: C.W.Fowler (St.Louis), A.L.Marksheffel (Cadillac), L.J.Knebel (Rambler). Prize: fine silk umbrella.
    - 2 mile Exhibition race, driven by E.A.Thorson in his Oldsmobile.
    - 5 mile Free-for-all, for a prize of a silver loving cup donated by the Rushmer Jewelry Company.

  No press reports showing the event happening have been found.

- A 3 mile automobile race was advertised for the Grand Carnival of Fun to be held at Correctionville, IO, on the 8th September. There are no reports of the race taking place.

- Peter D.Martin and William Payne Thompson arranged to have a 10 mile automobile race at the Aquidneck Park, RI, on the 11th September for a $500 side bet. The contestants were to start in opposite directions. It is not known if this race actually took place.

- The Philadelphia Automobile Club scheduled a race meeting at Point Breeze for September 26th. This was later postponed to October 10th, before being cancelled entirely.

- As part of the Chicago Centennial Jubilee held from the 26th September-1st October, automobile races were to be held at Washington Park on the afternoons of the 29th and 30th September. It is not known if these races actually took place.

- An automobile race was contemplated as a wind-up for the New York-Pittsburgh Endurance Run, to be held on Grand Island on the 16th October. However, the circuit could only be reached by boat, and as the boats had discontinued running for the season, there was no means of transportation to the island….

- Automobile races were advertised for the State Fair to be held in Macon, GA, which opened on the 21st October for six days. There are no reports of the races having taken place.

- A hillclimb was also planned for the end of the New York-Pittsburgh Endurance Run in Schenley Park, Pittsburgh. However, it was decided that the contest would have been too severe, and it was abandoned.

1904 US Events

"The highways of America are the worst in the world. The standard for bad roads, moreover, is the one hundred mile stretch between Albany and Utica, NY."

F.A.LaRoche

"It is almost like asking a man to commit suicide to make him drive at racing speed over such a course."

George Heath commenting on the Vanderbilt Cup course.

Lake St.Clair, MI

12th January 1904

1 mile - Record Attempt

999	Henry Ford	Ford	0:00:39.4, 91.37 mph

N.B. - course was on the frozen ice of Anchor Bay near New Baltimore, MI.

Ormond Beach, Daytona, FL

27th-31st January 1904

FP	#	Driver	Car	Time
27th January: 1 mile - Record Attempt				
		William K.Vanderbilt		0:00:39.0, 92.31 mph
Could have been a practice time				
28th January: 1 mile - Heat 1				
1		William K.Vanderbilt	Mercedes 90	0:00:48.8, 73.8 mph
2		Herbert L.Bowden	Mercedes	0:00:50.0
28th January: 1 mile - Heat 2				
1	2	Barney Oldfield	Winton Bullet	0:00:43.0, 83.7 mph
2		Samuel B.Stevens	Mercedes 60	0:00:45.4
28th January: 1 mile - Final				
1	2	Barney Oldfield	Winton Bullet	0:00:46.4, 77.6 mph
2		William K.Vanderbilt	Mercedes	0:00:50.0
28th January: 1 mile - 56 Sec Class, Heat 1				
1		Herbert L.Bowden	Mercedes	0:00:48, 75.00 mph
2		S.B.Stevens		0:00:48.8
3		W.G.Brokaw		0:00:49
28th January: 1 mile - 56 Sec Class, Heat 2				
1		F.A.LaRoche		0:00:53.4
2		B.M.Shanley		0:00:57
3		William Wallace		0:01:23
28th January: 1 mile - 56 Sec Class, Final				
1		Herbert L.Bowden	Mercedes	0:00:50.8
2		F.A.LaRoche		0:00:54
3		W.G.Brokaw		0:00:56.6
28th January: 1 mile - 1:05 Class				
1		Herbert L.Bowden	Mercedes	0:00:52.4, 68.70 mph
2		F.A.LaRoche		0:00:55.2
3		J.Insley Blair		0:01:06.6
28th January: 15 miles - Match Race				
1		Herbert L.Bowden	Mercedes	0:10:18, 87.38 mph
28th January: 10 miles - Handicap				
1		Samuel B.Stevens	Mercedes	0:07:28.8
28th January: 5 miles - Handicap				
1		Samuel B.Stevens	Mercedes	0:04:00.4 *scratch*

2	Joe Tracey		0:04:28.2	*0:05 handicap*
3	F.A.LaRoche	Darracq	0:05:05.2	*0:35 handicap*

29th January: 1 mile

1	William K.Vanderbilt	Mercedes	0:00:47.6, 75.6 mph
2	Samuel B.Stevens	Mercedes 60	0:00:50.2

29th January: 5 miles – Invitational, Gentlemen's Race, Heat 1

1	James L.Breese		0:05:18.6

29th January: 5 miles – Invitational, Gentlemen's Race, Heat 2

1	William K.Vanderbilt	Mercedes	0:03:38.2
2	Samuel B.Stevens	Mercedes	0:03:39.0
3	Herbert L.Bowden	Mercedes	0:03:46.6

29th January: 5 miles – Invitational, Gentlemen's Race, Final

1	William K.Vanderbilt	Mercedes	0:03:34.6
2	Samuel B.Stevens	Mercedes	0:03:41.8
3	James L.Breese		

29th January: 5 miles - Free-For-All, Heat 1

1	Barney Oldfield	Winton Bullet	0:03:48.8
2	Frederic A.LaRoche	Darracq	0:04:01.4
3	Maurice Bernin	Renault	
4	Louis Ross	Ross Steamer	

29th January: 5 miles - Free-For-All, Heat 2

1	William K.Vanderbilt	Mercedes	0:03:40
2	Herbert L.Bowden		0:03:55.2

29th January: 5 miles - Free-For-All, Final

1	William K.Vanderbilt	Mercedes	0:03:31.6, 85.3 mph
2	Herbert L.Bowden	Mercedes	0:03:40.8
R	Barney Oldfield	Winton	broke down

30th January: 10 miles - Gentlemen's Race

1	William K.Vanderbilt	Mercedes	0:06:50.0, 87.8 mph
2	Samuel B.Stevens	Mercedes 60	0:07:03.0
3	Herbert L.Bowden	Mercedes	Finished
4	James L.Breese	Mercedes	
5	Walter Christie	Christie	

30th January: 20 miles - Handicap

1	Herbert L.Bowden	Mercedes	0:18:40.0, 66.4 mph
2	Samuel B.Stevens	Mercedes 60	0:18:50.0
3	Walter Christie	Christie	Finished
4	Bernard M.Shanley	Decauville	
5	Joe Tracy	Peerless	

30th January: 50 miles - Championship

1	William K.Vanderbilt	Mercedes	0:40:49.0, 73.50 mph
2	Herbert L.Bowden	Mercedes	0:42:44.0
3	M.W.Ehrlich	Panhard	Finished
4	Neuman	Darracq	
5	Maurice Bernin	Renault	

31st January: 50 miles

1	Paul Sartori	Fiat	0:40.20.0, 74.38 mph
2	E.H.Fredericks	Mercedes	0:41:58.0

Savannah, GA

26th February 1904

FP	#	Driver	Car	Time
1 mile Race				
1	999	E.H.Hausman	Ford	0:01:03, 57.1 mph
2	3	Barney Oldfield	Winton Bullet	0:01:07
3 mile Race				
1	999	E.H.Hausman	Ford	0:03:05, 58.4 mph
2	3	Barney Oldfield	Winton Bullet	0:03:16

5 mile Race

1	3	Barney Oldfield	Winton Bullet	0:05:40, 52.9 mph
2	999	E.H.Hausman	Ford	0:05:50

Birmingham, AL

8th March 1904

Barney Oldfield and E.H.Hausman both competed at this event - no results are known, but it was cited by the AAA when they suspended the two drivers.

New Orleans Fairgrounds, LA

26th March 1904 – 1 mile oval

FP	#	Driver	Car	Time
1 mile - Record Attempts				
		Barney Oldfield		0:00:58.0
		E.Hausman		0:01:05.0
		E.Hausman		0:01:01.6
10 miles - Record Attempts				
		Barney Oldfield		0:09:49.2

Commonwealth Hill, Boston, MA

19th April 1904 - 0.2 mile hillclimb

FP	#	Driver	Car	Time
Electric Vehicles, 818-1433 pounds				
1		C.H.Barney	National 2.5	0:01:15.6, 9.52 mph
2		H.E.Marvel	Pope-Waverly 3	0:01:15.6
Gasoline vehicles, over 2205 pounds				
1		Arthur Adams	Pope-Toledo 24	0:00:29.6, 24.32 mph
Cars, 1433-2205 pounds				
1		Herbert L.Bowden	Mercedes 60	0:00:15.4, 46.75 mph
2		Arthur Adams	Pope-Toledo 24	0:00:24.8
Cars, 818-1433 pounds				
1		H.B.Hills Jr	Richard-Brasier	0:00:15.4, 46.75 mph
2		Otto Nestrom	Richard-Brasier	0:00:18.8
Cars, 110-550 pounds				
1		J.C.Robbins	Robbins 6	0:00:33.4, 21.56 mph
2		Guy Green	Green 4	0:01:05.2
Steamers				
		C.B.Grout	Grout 12.5	0:00:21.6, 33.33 mph
		Louis Ross	Stanley Steamer 6	0:00:18.6
		John Carney	4.5	0:00:42.4
		Fred Marriott	Stanley Steamer 6	0:00:16.6
		K.M.Blake	Locomobile 4.5	0:00:20.0

Yonkers, Empire City, NY

19th May 1904 – American Gordon Bennett Cup Elimination Trial: 200 miles

Barney Oldfield and Louis P.Mooers competed in a 200 mile run as a final test to pick the American representatives for the Gordon Bennett Cup race. The trial was held in private. Both cars broke down according to one source, and according to another Percy Owen was to drive Oldfield's Winton, but didn't start, and C.Wridgway drove for Mooers, completing only 19 miles due to rain in 26m30s. Walter Christie had been due to compete as well, but didn't appear at the track. As a result, the Racing Committee of the Automobile Club of America decided not to

have a second test, and to not send any representatives to the race. A.C.Bostwick, acting chairman of the racing committee, issued the following statement: "In view of the fact that Mooers has withdrawn his car; that Christie has failed to compete in the trials; that the auto company declined to abide by the regulations provided for trial, it was decided that no car be recommended to represent America in the Gordon Bennett race this year."
An additional fuss was created by the Racing Committee demanding a signed contract releasing the association and track officials from legal liability in the event of an accident. President James Butler of the trotting association controlling the track was not pleased with this demand, as he had given permission for the track to be used as a means of encouraging motor racing.
There was also a meeting planned for the 4th June, but in light of these problems Butler withdrew his permission, and it was cancelled. There had been four races planned - a 15 mile free-for-all, a 10 mile race for cars between 881 and 1432 lbs, a 5 mile race for cars between 331 and 881 lbs, and a 5 mile race for the Empire Handicap.

Ft.George Hill, NY

30th May 1904 - 0.532 mile hillclimb

FP	#	Driver	Car	Time
1		F.W.Rogers	1.75 hp	0:01:00.0
2		Glenn Curtiss	2.5 hp	0:01:02.8
3		H.Y.Bedell	1.75 hp	0:01:05.2
4		G.Andres	1.75 hp	0:01:07.8
5		F.A.Baker	1.75 hp	0:01:10.4
6		G.B.Pleper	1.75 hp	0:01:11.6
7		G.N.Holden	1.75 hp	0:01:12.0
8		C.Gustafson	1.75 hp	0:01:14.0
9		W.Jones	3 hp	0:01:14.0
10		H.A.Gliesman	1.75 hp	0:01:15.4
11		J.J.McNevin	1.75 hp	0:01:24.0
12		S.Rothchield	1.75 hp	0:01:30.2
13		A.J.Banta	1.75 hp	0:01:30.0 (?)
14		R.G.Betts	1.75 hp	0:01:31.2
15		David Bruce-Brown	1.75 hp	0:01:35.0
16		M.E.Toepel	1.75 hp	0:01:35.6
17		F.W.Horenberger	3 hp	0:02:10.6

Hyde Park, MA

30th May 1904 - Readville

FP	#	Driver	Car	Time
5 miles - Touring Cars, under 25 hp, Heat 1				
1		E.R.Hollander	Fiat 24	0:07:17.6
2		Charles J.Donohue	Mercedes 20	
NS		Herbert L.Bowden	Mors 24	"acted badly", withdrawn
NS		George Otis Draper	Packard 22	"acted badly", withdrawn
5 miles - Touring Cars, under 25 hp, Heat 2				
1		A.E.Morrison	Peerless 24	0:07:14.8, 41.40 mph
2		Alonzo C.Webb	Pope-Toledo 24	5 laps
10 miles - Open, Heat 1				
1		Herbert L.Bowden	Mercedes	0:12:24, 48.39 mph
2		Louis S.Ross	Ross Steamer 20	0:12:34
3		Claude Fogolin	Fiat 60	

The races were stopped early due to rain, and the remaining races were scheduled for the following weekend. They had to be delayed a further week when the track was still too soft.

Worcester Fairgrounds, MA

30th May 1904

FP	#	Driver	Car	Time
2 miles - Gasoline vehicles 1000 lbs or under, Heat 1				
1		Asa Goddard		0:05:57

2	E.E.Entwistle		

2 miles – Gasoline vehicles 1000 lbs or under, Heat 2

1	H.C.Daly		0:05:53
2	A.K.Miller		

2 miles – Gasoline vehicles 1000 lbs or under, Final

1	Asa Goddard		0:06:02
3	H.C.Daly		

1 mile – Steam vehicles under 1000 lbs

1	Walter G.Schmunk	White	0:02:04.8

2 miles – Gasoline vehicles, 1000-1499 lbs, Heat 1

1	Asa Goddard		0:05:27.4
2	John W.Higgins		

2 miles – Gasoline vehicles, 1000-1499 lbs, Heat 2

1	R.W.Magna		0:04:32.0
2	M.E.Dixon		

2 miles – Gasoline vehicles, 1000-1499 lbs, Final

1	R.W.Magna		0:04:31.2
•	Asa Goddard		

3 miles – Two cylinder vehicles

1	M.Percival Whittal		0:06:31.4
2	Walter A.Schmunk		

2 miles – Four cylinders or more

1	Russell Drisko		0:04:23.4

2 miles – Electric vehicles

1	M.E.Dixon		no time
2	Ledyard Bill		

2 miles – Racing vehicles

1	M.Percival Whittall		0:04:08.8
2	John S.Harrington		
3	Russell Drisko		

5 miles – Telegram Cup

1	M.Percival Whittall		0:10:00
2	A.K.Miller		0:10:09
3	John S.Harrington		0:10:22

Rain had made the track surface quite soft, so more caution had to be taken than usual in the turns.

Point Breeze, PA

30th May 1904

FP	#	Driver	Car	Time
5 miles - Gasoline Stock, under 9 hp				
1		Ed Wilkie	Cadillac 8	0:08:30.0, 35.29 mph
2		Mullin	Ford 8	5 laps
5 miles - Stock, under 13 hp				
1		John Wilkinson	Franklin 10	0:07:09.2, 41.94 mph
2		Webb Jay	White Steamer 10	5 laps
5 miles - Special Race				
1		Barney Oldfield	Winton 80	0:06:15.2, 47.97 mph
2		William Hilliard	Decauville 40	5 laps
5 miles - Gasoline Stock, under 17 hp				
1		John Wilkinson	Franklin 10	0:07:44.8, 38.73 mph
2		Stevens	Ford 16	5 laps
15 miles - Race Cars				
1		Huggins	Decauville 40	0:19:27.0, 46.27 mph
2		Barney Oldfield	Winton 80	15 laps

5 miles - Stock, under 21 hp

1	John Wilkinson	Franklin 10	0:06:58.0, 43.06 mph
2	Webb Jay	White Steamer 10	5 laps

5 miles - Stock, over 20 hp

1	Webb Jay	White Steamer 10	0:06:36.6, 45.39 mph
2	Robert Maynes	Peerless 24	5 laps

5 miles - Special For Glory

1	Huggins	Decauville 40	0:06:39.6, 45.04 mph
2	John Wilkinson	Franklin 10	5 laps

Charter Oak, CT

30th May 1904 - Hartford

FP	#	Driver	Car	Time
5 miles – Record Attempt				
	999	Jed Newkirk	Ford	0:06:59.75
1 mile – Exhibition				
		Eddie Cannon Bald		0:01:26.75

Mount Washington, NH

June - 8 mile hillclimb

FP	#	Driver	Car	Time
1		Otto Nestman	Stevens-Duryea	48m30.0

Indiana State Fairgrounds, IN

11th June 1904

FP	#	Driver	Car	Time
5 miles - Match Race, Heat 1				
1		Earl Kiser	Mohawk	0:05:18, 56.60 mph
2		Carl Fisher	Mohawk	0:05:22
5 miles - Match Race, Heat 2				
1		Carl Fisher	Mohawk	0:05:30, 54.54 mph
2		Earl Kiser	Mohawk	0:05:41
5 miles - Invitational				
1		Webb Jay	White Steamer 10	0:05:48, 51.72 mph
2		Alonzo C.Webb	Pope-Toledo	5 laps

Hyde Park, MA

11th June 1904 - Readville

FP	#	Driver	Car	Time
10 miles - Open				
1		Paul Sartori	Mercedes 60	0:10:08, 59.21 mph
2		Herbert L.Bowden	Mercedes 60	0:10:11
10 miles - Boston Herald Cup				
1		Herbert L.Bowden	Mercedes 60	0:10:09, 59.11 mph
2		Paul Sartori	Mercedes 60	0:10:16
5 miles - Touring Cars				
1		A.E.Morrison	Peerless 24	0:07:08, 42.06 mph
2		E.R.Hollander	Fiat 24	5 laps

5 miles - Invitational

1	William Wallace	Renault 30	0:05:11.8, 57.73 mph
2	H.Ernest Rogers	Peerless 24	5 laps

5 miles - Steam Vehicles

1	Frank Durbin	Stanley Steamer 8	0:05:33.8, 53.92 mph
2	Louis Ross	Stanley Steamer 20	5 laps

5 miles - Gas Vehicles, 818-1433 pounds

1	William Wallace	Renault 30	0:05:21.6, 55.97 mph
2	Otto Nestman	Stevens-Duryea 14	5 laps

Ascot Park, CA

11th June 1904

FP	#	Driver	Car	Time
1 mile - Time Trial				
1		Charles Burman	Peerless	0:01:34, 38.30 mph
3 miles				
1		Herb Brown	Tourist	3 laps
2		A.L.Cheney	Stevens-Duryea	3 laps
3 miles				
1		A.G.Woodill	St.Louis	3 laps
2		Ralph Hamlin	Autocar	3 laps
3 miles				
1		Ralph Hamlin	Autocar	3 laps
2		M.T.Hancock	Tourist	3 laps
3		G.B.Baggs	Packard	3 laps

Ascot Park, CA

18th June 1904

FP	#	Driver	Car	Time
3 miles				
1		M.T.Hancock	Tourist	0:06:03.2, 29.74 mph
2		Ralph Hamlin	Autocar	3 laps
3 miles				
1		Charles Hooper	Tourist	0:07:15.0, 24.83 mph
2		G.B.Baggs	Packard	3 laps
3 miles				
1		M.T.Hancock	Tourist	0:06:20.0, 28.42 mph
2		Ralph Hamlin	Autocar	3 laps
3		R.W.Burnham	Tourist	3 laps
4		Charles Hooper	Tourist	3 laps
1 mile - Exhibition				
1		Henry Turner	Peerless	0:01:23.0, 43.37 mph

Ascot Park, CA

25th June 1904

FP	#	Driver	Car	Time
3 miles - $100 Hancock Trophy				
1		W.K.Cowan	Rambler	3 laps
2		M.T.Hancock	Tourist	3 laps
3 miles				

1	Roy Hillman	Pope-Toledo	0:05:27, 33.03 mph
2	Leon Shettler	Winton	3 laps

3 miles - White Touring Cars

1	Frank Garbutt	White Steamer	3 laps
2	H.D.Ryus	White "Ghost" Steamer	3 laps

3 miles

1	W.K.Cowan	Rambler	0:05:00.4, 35.95 mph
2	M.T.Hancock	Tourist	3 laps
3	Roy Hillman	Pope-Toledo	3 laps

3 miles

1	W.F.Flint	Stevens-Duryea	3 laps
2	Ralph Hamlin	Stevens-Duryea	3 laps

1 mile - Exhibition time trial

1	Frank Garbutt	Thunder Wagon	0:01:15, 48.00 mph

Ascot Park, CA

2nd July 1904

FP	#	Driver	Car	Time

3 miles

1	Ralph Hamlin	Stevens-Duryea	0:06:49, 26.41 mph
2	Frank Garbutt	White Steamer	3 laps

N.B. - Four races scheduled, but only enough cars for one race.

Dayton, OH

4th July 1904

FP	#	Driver	Car	Time

Match Race

1	W.F.Winchester	Franklin	Finished
2	Earl Kiser	Oldsmobile "Pirate"	Finished

5 miles - Open

1	W.F.Winchester	Franklin	0:07:27.2, 40.25 mph
2	Earl Kiser	Pope-Toledo	10 laps

Match Race

1	Carl Fisher	Premier "Comet"	Finished
2	W.F.Winchester	Franklin	Finished

2 miles - Special Event

1	Carl Fisher	Premier "Comet"	0:02:40.0, 45.00 mph

Dallas Fairgrounds, TX

4th July 1904

FP	#	Driver	Car	Time

1 mile

1	A.P.Ray	Ford	0:02:02.75
2		Spalding	

1 mile

1	O.O.Harper	Oldsmobile	0:02:34
2		Oldsmobile	

1 mile

1		Ford	0:01:48
2		Pope-Hartford	

2 miles

1	E.W.McElroy	White	0:03:27

5 miles

1		White	0:08:29

Races were part of the celebrations organised by the Red Men and the Dallas Roadster Club. Although five races took place, only three were advertised in advance. The prizes were listed as follows:
Race 1 – 1 mile. First prize, marble bust. Second prize, one gentleman's umbrella. Third prize, one dozen celery champagne.
Race 2 – 1 mile. First prize, gentleman's hat. Second prize, leather valise.
No cars to be stripped of their body and front seat. Tonneaus, fenders, mufflers, lamps and all tools could have been removed.
Race 3 – for winners of above races, 5 miles. Prize: Gold medal donated by Dallas Auto Club, for members only.

Ascot Park, CA

9th July 1904

FP	#	Driver	Car	Time
5 miles				
1		Henry Turner	Peerless	5 laps
2		J.W.Sefton	Pope-Toledo	3 laps/Out
5 miles				
1		Frank Garbutt	White Steamer	0:06:32.4, 45.87 mph
2		H.D.Ryus	White "Ghost" Steamer	5 laps
5 miles				
1		H.D.Ryus	White "Ghost" Steamer	0:06:37.0, 45.34 mph
2		Frank Garbutt	White Steamer	5 laps
3 miles				
1		H.A.Bingham	Oldsmobile	0:07:21.2, 24.48 mph
2		A.W.Eager	Rambler	3 laps

Mount Washington, NH

11th-12th July - 8 mile hillclimb

FP	#	Driver	Car	Time
11th July - All Classes				
		F.O.Stanley	Stanley Steamer	0:31:41.4
		James L.Breese	Mercedes 40	0:34:09.8
		A.E.Morrison	Peerless 24	0:36:44.2
		H.Ernest Rogers	Peerless 24	0:48:07.4
		Benjamin Smith	Oldsmobile Runabout 7	1:06:46.8
		H.W.Alden	Columbia 24	1:15:21.8
		Harry Fosdick	Winton 20	0:54:00.4
		Alex Winton	Winton 20	0:41.35
		Percy Pierce	Pierce 24	0:44:31.25
		L.J.Phelps	Phelps	0:56:15.4
		Frank Nutt	Haynes-Apperson	1:32:25.4
		W.B.Jameson	Waltham	2:09:38.8
		E.S.Cameron	Brown 6	2:07:08.6
12th July - All Classes				
		A.E.Morrison	Peerless 24	0:27:06.0
		Webb Jay	White Steamer 10	0:42:19.8
		L.J.Phelps	Phelps	0:47:20.4
		H.W.Alden	Columbia 24	0:51:50.4
		Forrest Peabody	Oldsmobile 6	1:20:46.0
		Harry Harkness	Mercedes 60	0:24:37.6
		F.E.Stanley	Stanley Steamer 6	0:28:19.4
		Benjamin Smith	Special	2:16:55

Known as the Climb to the Clouds. Three Oldsmobile's won first, second and third prizes. They were numbered 21, 14 and 19, but is is not known which was which.

Sandusky Fairgrounds, OH

14th July 1904 – 8 miles

FP	#	Driver	Car	Time
1		W.I.Brown		0:19:34
2		Brownsdale		
3		Al Muehlfeld		
R		Myron Caswell		tyre

Part of the Catholic Order of Foresters picnic.

Ascot Park, CA

16th July 1904

FP	#	Driver	Car	Time
3 miles				
1		G.Anthony	Pope-Toledo	3 laps
2		D.W.Barry	Cadillac	2 laps/Out
3 miles				
1		Frank Garbutt	White Steamer	3 laps/Dead heat
1		J.Stewart	Oldsmobile	3 laps/Dead heat
3 miles				
1		G.Anthony	Pope-Toledo	3 laps
2		Frank Garbutt	White Steamer	3 laps

Yonkers, Empire City, NY

16th-18th July 1904

FP	#	Driver	Car	Time
16th July: 10 miles - 881-1432 pounds				
1		Maurice Bernin	Renault 30	0:10:13.4, 58.69 mph
2		Guy Vaughn	Decauville 40	0:11:11.2
3		W.F.Winchester	Franklin 10	0:11:30.2
4		Walter Christie	Christie 30	10 laps
4		J.M.Sullivan	Mercedes 18	10 laps
16th July: 5 miles - Franklin stock class				
1		Franklin Esselstyn	Franklin	0:08:49.4, 34.00 mph
2		Alfred Comacho	Franklin	5 laps
3		Charles Singer	Franklin	5 laps
16th July: 15 miles - 1432-2204 pounds				
1		Paul Sartori	Mercedes 60	0:14.40.0, 61.36 mph
2		Carl Mensel	Mercedes 60	0:15:35.6
3		Guy Vaughn	Decauville 40	0:16:57.6
18th July: 15 miles - 1432-2204 pounds, Free-For-All				
1		Paul Sartori	Mercedes 60	0:14:42.6, 61.18 mph
2		Carl Mensel	Mercedes 60	15 laps
3		Guy Vaughn	Decauville 40	15 laps
4		Maurice Bernin	Renault 20	9 laps/flat tyre
5		William Hilliard	Decauville 40	3 laps/out
18th July: 5 miles - Handicap, Heat 1				
1		William Hilliard	Decauville 40	0:06:02 0:40 Handicap
2		W.F.Winchester	Franklin 24	5 laps 0:50 Handicap
3		H.Ernest Rogers	Peerless 24	5 laps 0:70 Handicap
		Teddy Goodman	Rambler 16	0:85 Handicap
		G.Lamdau	Panhard 15	0:85 Handicap
		Wayne Kratzer	Duryea 10	0:85 Handicap

18th July: 5 miles - Handicap, Heat 2

1	Maurice Bernin	Renault 20	0:05:05	0:15 Handicap
2	A.E.Morrison	Peerless 24	5 laps	1:50 Handicap
3	Carl Mensel	Mercedes 60	5 laps	0:00 Handicap

18th July: 5 miles - Handicap, Final

1	A.E.Morrison	Peerless 24	5 laps	1:10 Handicap
2	Maurice Bernin	Renault 30	5 laps	0:15 Handicap
3	W.F.Winchester	Franklin 24	5 laps	0:50 Handicap
4	William Hilliard	Decauville 40		

18th July: 1 mile - Record Trials

	Carl Mensel	Mercedes 40	0:00:59.4, 60.61 mph
	Maurice Bernin	Renault 30	0:00:59.0, 61.02 mph

N.B. - Races on Sunday 17th July cancelled due to rain.

Wasatch Driving Park, Ogden Fairgrounds, UT

17th July 1904 – 10 miles

FP	#	Driver	Car	Time
1		Ralph Grange	Ford	0:19:25
2		Bert Fuller	St.Louis	9 laps

Beechwood Boulevard, Pittsburgh, PA

23rd July 1904 - 1 mile straight street course

FP	#	Driver	Car	Time
1 mile - Exhibition				
		Alonzo C.Webb	Standard Auto 60	0:00:54.2

St Louis Tour

23rd July-10th August 1904

This was the first American Automobile Association tour, with the aim being to get to St Louis in time for the World Fair. Organised by Frank X.Mudd of Chicago, participants started from a number of cities in the east, including New York and Boston, joining up together at Buffalo. Other starting points included Providence, Albany, Pittsfield, Baltimore, Syracuse and other locations.

The route for the New York starters begins as follows:-

24th July	*New York to Poughkeepsie*	*76 miles*
25th July	*Poughkeepsie to Albany,*	*74 miles*
26th July	*Albany to Utica*	*100 miles*
27th July	*Utica to Syracuse*	*49 miles*
28th July	*Syracuse to Rochester*	*82 miles*
29th July	*Rochester to Buffalo*	*73 miles*
30th July	*Rest Day*	
1st August	*Buffalo to Erle, Pennsylvania*	*94 miles*
2nd August	*Erle to Cleveland*	*110 miles*
3rd August	*Cleveland to Toledo*	*113 miles*
4th August	*Toledo to Waterloo, Indiana*	*93 miles*
5th August	*Waterloo to South Bend*	*76 miles*
6th August	*South Bend to Chicago*	*102 miles*
7th August	*Rest Day*	
8th August	*Chicago to Pontiac*	*91 miles*
9th August	*Pontiac to Springfield*	*94 miles*
10th August	*Springfield to St Louis*	*91 miles*

Those starting in Philadelphia went through Gettysburg, Bedford, Pittsburg, and Youngstown, Ohio, joining the others at Cleveland. Those starting from Baltimore took a different route, going through Hagerstown, Cumberland (going over part of the Cumberland Turnpike, the first road in the US built by the Government), Uniontown, Wheeling, Zanesville, Columbus, Richmond (Indiana), Indianapolis, Terre Haute and Vandalla, starting on the 28th July. Large numbers

were expected to compete, with 60 expected to start from New York. Only 15 actually started from there.

The LaRoche/LeBlanc car didn't intend to follow the course at the same schedule as everyone else, intending to complete the course without stopping his engine of his 20 hp car, having recently finished a non-stop contest through New England, completing 1053 miles. He left New York on the 25th July in a Darracq, and arrived back in New York on the 9th August, having covered 3450 miles and not having stopped his engine once, even giving rides in St Louis. He shared the driving with LeBlanc, and carried two other passengers: H.H.Everett, the official observer, and Morris Mason, who kept a record of the trip.

23rd July - Charles Hurst's car was hit by Wabash train number 70, the local freight train on the Effingham branch line at 3:30pm. The car was smashed, and both Mr & Mrs Hurst were badly hurt. Mr Hurst was found unconscious with a wrench in his hand - he had been returning from a visit to the fair to New York. Mrs Hurst died five days later from her injuries.

26th July - President Harlan Whipple of the AAA issued special instructions that the tourists were not to race, and cars were not permitted to register on arrival or make any record of time. This followed an accident to George Draper, who slid out of control 10 miles west of Pittsfield, destroying a wheel and breaking a con-rod. A blacksmith repaired the wheel for temporary use, but he abandoned the race later that day. Also in trouble was President Lee of the Massachusetts automobile club, who stopped just west of Pittsfield, out of fuel. He stayed there overnight until he could refill. Ray Lillibridge was stopped by a farmer two miles south of Hudson, as a farm help had bored his finger with an auger and was losing blood rapidly. One of Lillibridge's passengers helped the lad into the car, and he was taken to hospital in Hudson.

28th July - Jerome Ellis was forced to give up the tour due to the rain, although the specific problem doesn't seem to have been reported. He returned to Chicago by train. It was reported that another tourist died in Syracuse, but no further details were given. The roads between Utica and Syracuse were reported as being exceedingly bad and muddy, with great efforts being made to extricate cars from the mess.

31st July - Harlan Whipple broke an axle near Corfu, and Charles Gillette broke a spring. Both continued, Whipple being towed to Buffalo by a fellow competitor. F.W.Richards made it to Buffalo, but elected to discontinue the trip and meet previous business engagements instead. An unknown tourist ran into the back of a horse drawn carriage in Rochester at speed, causing the horse to bolt and drag the driver, Simon August, along the ground. August was seriously injured, the horse was destroyed, and the automobilist made his escape.

1st August - Barney Oldfield joined the tour in Buffalo, and was to travel with the tour as far as Cleveland. E.P.Fetch, who crossed the Rocky Mountains in his car, also joined the tour at Buffalo, but was to travel all of the way to St Louis.

4th August - R.R.Scott hit a fast express train in the Cincinnati, Hamilton and Dayton line at Perrysburg, Ohio. Behrens was driving the car at the time when it hit the tender, and it was demolished, throwing Behrens against the train. The car had been one day late on the tour. Also in trouble was a car from Yale, which skidded in sand and overturned in the gutter. It was righted and continued.
The pilot car used to distribute confetti along the route to guide the following tourists, but one boy along the route moved the distributed confetti, and caused a number of cars to take the wrong turn. Another boy threw stones at passing cars, but he "received a severe thrashing at the hand of Mr Gillette", according to the Boston Daily Globe.

6th August - Two cars crashed at Laporte in Indiana. R.A.Kent's 8 hp car became uncontrollable and ran into a fifteen-foot ditch at the side of the road four miles west of the town, overturning, throwing Kent out and burying his companion Studevant underneath. Kent broke his left wrist, but neither suffered any other major injuries. A White 10 hp steamer driven by Dr Gifford also went out of control on a curve, went into a ditch and somersaulted, catching fire - the three occupants jumped clear.
R.S.John and E.H.Meyer were running together at 50 mph when they attempted to turn at a sharp angle into another road near Valparaiso. The car hit something and somersaulted, landing on top of the occupants, but they managed to escape with only bruising.
F.X.Mudd in the pilot car distributed the confetti a little too liberally, and ran out mid-way along the course. He stopped at a farm and bought corn and beans as a substitute, but didn't realise how attractive this would be to the local chickens. They rushed out onto the road and started munching the newly available food, but in doing so dropped enough feathers for the others to follow.
The first to arrive that evening was Samuel Stone, who struck Mrs Margaret Alfont on one of the streets approaching the hotel and broke her arm in two places. Stone was arrested, but was released the following day after a court appearance.

9th August - Fire destroyed one of the tourists' automobiles in the garage in the early morning. The gasoline tank exploded, wrecking the building. The other fifty cars in the garage were saved.

The first tourist to arrive in St Louis was James Breese, who arrived just after 2 pm, but there was no committee to greet him as no-one knew that he had hurried on ahead of the main group, who were due to arrive the following day.

10th August – Ray Lillibridge's car, driven by W.Bonastine, was reported to have exploded in Springfield. The two men were thrown to the pavement, but were not seriously injured. It was later established that the car blew out a cylinder head, and the two men simply jumped with surprise – the car was able to continue. Harlan Whipple's car broke a crankshaft 18 miles out of Springfield, and he could not continue. Those who achieved perfect records on arrival in St Louis were Charles Glidden, H.F.Lesh, George Lowe and Percy Pierce, who started from Boston. Monross, Pope, Page, Post, Lillibridge, Jay, Birchwood, Megargel, Hurlburt, Esselstyne, Leaton, McLaughlin and Waters from New England were also to receive certificates.

All cars which arrived in St Louis were to be shipped back to their home towns by rail.

Known entrants/people who participated:

Driver/Entrant	Car	
C.W.Birchwood		
J.R.Blakeslee Jr		Also with Mrs Blakeslee
A.V.Bradley		
James H.Breese	Mercedes	Also with son James L.Breese, a machinist and a valet.
E.J.Brockwood		
Emerson Brooks		Chairman of the Runs and Tours Committee of the Automobile Club of America.
Dr Julian Chase		
T.C.Collings		
Chauncey W.Dodge		
George O.Draper	Packard	
H.P.Dyer		
Jerome A.Ellis		Also with A.C.Schmidt
H.C.Esselstyne		Also with G.C.Bradley.
John Farson		President of the Chicago Automobile Club
H.H.Franklin		
F.G.Gates		Also with Mrs Gates.
Dr W.H.Gifford	White	
Charles H.Gillette		
Charles J.Glidden	Napier	
Max R.Green		
Charles R.Greuter		
Harold M.Hoag	Winton	Was #38.
W.C.Hurlburt		
Huss	Cadillac	Was #53.
Webb Jay	White	Was #32.
R.S.John		Also with E.H.Meyer.
R.H.Johnston	Peerless Limousine	Was #9. With C.S.Morton.
A.T.Keeley		
R.A.Kent		Accompanied by Roy W.Studevant.
F.A.LaRoche		Also with Lieutenant Alexis Le Blanc, Herbert H.Everett and Morris Mason.
Elliott C.Lee		President of the Massachusetts automobile club.
H.Frederick Lesh		
R.P.Life		
Ray D.Lillibridge		Was #31. Also with Miss Lillibridge and W.Bonastine.
George H.Lowe		Was #30.
F.N.Manross		
A.D.McLaughlin	Royal Tourist	
Percy F.Megargel		
W.Moneypenny		
Robert Lee Morrell		An amateur actor, he was accompanied by his wife.
Carl H.Page		
Percy Pierce		
Albert L.Pope	Pope-Toledo	Also with Arthur W.Pope
Harold Pope		
Augustus Post		Chairman of the Touring Committee of the run.
George G.Reed		
F.W.Richards	Phelps	Also with Mrs Richards.
Dr W.E.Rolfe		

W.B.Saunders		
R.P.Scott		Also with R.D.Watson, Gus Behrens, Charles Benner and Charles S.Scott.
A.J.Seaton		
Royal R.Sheldon		
George Soules		
F.Ed Spooner		Also with D.B.Huss.
Samuel Stone Jr		Also with Palmer Abbott
B.C.Sweinhart		Also with Mrs Sweinhart
George S.Waite		Also with Mrs Waite
E.H.Wallace		
Hobart Warner	Columbia	
James M.Waters	Panhard	Was #50. Accompanied by E.B.Gitchell.
H.C.Wendel		
Harlan W.Whipple	Mercedes	President of the American Automobile Association. His wife road with him in the car.
Winsor T.White		
Joseph Wilkins		
Cecil P.Wilson		
George L.Woodland		Also with his wife and son.

Fort Wayne Driving Park, IN

29th July 1904

FP	# Driver	Car	Time
1 mile			
1		"Red Devil"	0:01:03
2		"The Ghost"	

Sachuest Beach, RI

30th July 1904

FP	# Driver	Car	Time
1.1 miles – Local Gasoline Cars, 10-24 hp, Heat 1			
1	Harry Hamlin	Panhard-Levassor 24	0:01:35, 41.68 mph
2	John J.Astor	Mercedes 20	0:01:37
3	Miss M.C.Bishop	Fiat	Finished
4	Reginald Vanderbilt	Mercedes	Finished
1.1 miles – Local Gasoline Cars, 10-24 hp, Heat 2			
1	Harry Hamlin	Panhard-Levassor	0:01:32, 45.00 mph
2	A.E.Morrison	Peerless 24	Finished
3	Miss M.C.Bishop	Fiat	Finished
1.1 miles - Gasoline, Over 24 hp			
1	Edward R.Thomas	Mercedes 60	0:01:02, 63.87 mph
2	Harry Harkness	Mercedes 60	0:01:09
1.1 miles – Local Gasoline Cars, Under 10 hp, Heat 1			
1	Otto Nestman	Stevens-Duryea 7	0:01:59
2	John J.Astor	Cadillac	Finished
3	T.Thaw Safe	de Dion-Bouton	Finished
1.1 miles – Local Gasoline Cars, Under 10 hp, Heat 2			
1	Pembroke Jones	Renault 10	0:02:00.0, 33.00 mph
2	Peter Martin	Renault	Finished
3	W.P.Thompson	Renault	Finished

Thompson and Martin may have finished the other way around.

1.1 miles – Open Gasoline, Under 24 hp			
1	H.Ernest Rogers	Peerless 24	0:01:29.0, 44.50 mph
2	John J.Astor	Mercedes 20	Finished
3	Reginald Vanderbilt	Mercedes	Finished

1.1 miles – Local Gasoline Cars, Under 10 hp, Final

1	Otto Nestman	Stevens-Duryea	0:01:56.6, 33.96 mph
2	Pembroke Jones	Renault	Finished

The Boston Daily Globe of the 31st July 1904 suggests that these two finished the other way around. This result was quoted in Motor Age.

1.1 miles – Local Gasoline Cars, 10-24 hp, Final

1	H.Ernest Rogers	Peerless 24	0:01:27.0, 45.52 mph
2	Harry Hamlin	Panhard-Levassor 24	Finished

1.1 miles – Electric Vehicles

1	H.Bull Jr	Waverly 3	0:03:32.5
2	Herman Oelrichs Jr	Waverly 3	
3	Elisha Dyer Jr	Waverly 3	
4	J.Mitchell Clark	Waverly 3	

Lima Driving Park, OH

5th August 1904

FP	#	Driver	Car	Time
1 mile – Heat 1				
1			"Red Devil"	0:01:16
2		Austin Crooks	"The Ghost"	

Due to the amount of dust raised in the first event, the two vehicles were set off individually against time for the next event.

1 mile – Record Attempt

1		"Red Devil"	0:01:25

3 miles

1	C.H.Chappell Jr	Cadillac	0:04:44
2	Frank Mullenhour	Cadillac	

Grosse Pointe, MI

7th-8th August 1904

1000 miles - record run

	Charles Schmidt/Ed Roberts/S.D.Waldon	Peerless "Grey Wolf"	29:53:37, 33.48 mph

N.B. - Schmidt was designer of the car. Was relieved by Roberts for 238 laps, and by Waldon for 253 laps.

Uniontown-Summit of National Pike, PA

9th August 1904 – 12 miles

FP	#	Driver	Car	Time
1		Phil C.Moore		

Kenilworth Track, Buffalo, NY

12th-15th August 1904

FP	#	Driver	Car	Time
12th August: 5 miles - Free-For-All				
1		Barney Oldfield	Peerless "Green Dragon"	0:05:10, 58.0 mph
2		Herbert Lytle	Pope-Toledo	0:05:19
3		W.F.Winchester	Franklin	5 laps
4		Charles Graham	Winton	5 laps
12th August: 5 miles - Exhibition Race				
1		Charles Schmidt	Packard "Gray Wolf"	0:07:15.2, 41.36 mph

12th August: 1 mile - Exhibition

1	Barney Oldfield	Peerless "Green Dragon"	0:00:59.4, 60.6 mph

12th August: 10 miles - Gasoline, 881-1432 pounds

1	W.F.Winchester	Franklin	0:12:24.4, 48.36 mph
2	F.Huylott	Ford	10 laps
3	L.H.Roberts	Buckboard	10 laps

12th August: 5 miles - Touring Cars, 3 Passengers

1	Charles Soules	Pope-Toledo	0:06:40.2, 44.98 mph
2	W.A.Lutz	Pope-Toledo	5 laps

12th August: 2 miles - Ford Automobiles

1	Charles Gilmore	Ford	0:03:29.6, 34.35 mph
2	F.C.Carter	Ford	2 laps
3	J.J.McCullough	Ford	2 laps

12th August: 5 miles - Gasoline, 551-881 pounds

1	W.F.Winchester	Franklin	5 laps
2	F.Huylott	Ford	5 laps

12th August: 2 miles - Cadillacs, 1 Passenger

1	W.Fisher	Cadillac	0:03:48.4, 31.52 mph
2	R.G.Rogers	Cadillac	2 laps

12th August: 2 miles - Runabouts

1	J.C.Jaynes		0:05:03.4, 23.73 mph
2	F.C.Carter		2 laps

15th August: 2 miles - Franklin Automobiles

1	F.R.Alliger	Franklin	0:03:38.4, 32.97 mph
2	John W.Gibbs	Franklin	2 laps
3	W.H.Baker	Franklin	2 laps

15th August: 2 miles - Pierce Automobiles

1	F.C.Carter	Pierce	0:03:33.2
2	O.E.Yeager	Pierce	2 laps
3	M.N.Hall	Pierce	2 laps

15th August: 25 miles - Record Attempt

	Charles Schmidt	Packard "Grey Wolf"	0:28:32.2, 52.56 mph

15th August: 15 miles - Free-For-All

1	Barney Oldfield	Peerless "Green Dragon"	0:16:26.6, 54.73 mph
2	2 George Graham	Winton Bullet	15 laps

15th August: 2 miles - Thomas Automobiles

1	Bert Tompkins	Thomas	0:03:29.8, 34.32 mph
2	H.E.Crouch	Thomas	2 laps

15th August: 2 miles - Haynes Automobiles

1	F.F.Norris	Haynes	0:03:54.2, 30.74 mph
2	J.J.Gibson	Haynes	2 laps

15th August: 5 miles - Great Buffalo Handicap

1	Charles Soules	Pope-Toledo	0:06:46.0, 44.33 mph
2	E.O.Mack		5 laps
3	W.A.Lutz	Pope-Toledo	5 laps

N.B. - Races postponed from Saturday 13th to Monday 15th due to rain.

Wasatch Driving Park, Ogden Fairgrounds, UT

14th August 1904

FP	#	Driver	Car	Time

5 miles – For cars pf $1250 and under

1	George Cortez	St Louis	0:10:24
2	Cummings	Winton	

Six vehicles had been entered, but four vehicles from Salt Lake City didn't turn up. The promoters of the meeting also didn't turn up, and there was no-one present who was used to

acting as a referee or judge, so the people spectating from the judges' stand took it upon themselves to act in these roles.

5 miles – Match Race

1	Grange	Ford		
2	Cummings	Winton		

The winner received a gold medal, and won the $100 side bet.

5 miles - Handicap

1	Grange	Ford	0:09:37	*scratch*
2	George Cortez	St Louis		

There were five entrants in this race.

1 mile – Exhibition

1	Grange	Ford	0:01:51.6

Ocean Avenue, Long Branch, NJ

15th August 1904

FP	#	Driver	Car	Time

0.5 mile dash – Stock vehicles under $650, Heat 1

- H.L.Lewis

0.5 mile dash – Stock vehicles under $650, Heat 2

1 F.W.Stockbridge

0.5 mile dash – Stock vehicles under $650, Heat 3

1 H.L.Lewis

Best time in the three heats was 1m13. Lewis won best 2 out of 3.

0.25 mile dash – Vehicles between $650 and $1000, Heat 1

1 J.F.Johnson

0.25 mile dash – Vehicles between $650 and $1000, Heat 2

1 Richard De Gray

0.25 mile dash – Vehicles between $650 and $1000, Heat 3

1 Richard De Gray

Best time in the three heats was 0m35.6. De Gray won best 2 out of 3.

0.5 mile dash – Vehicles between $2000 and $2500, Heat 1

1 Joseph Tracy

0.5 mile dash – Vehicles between $2000 and $2500, Heat 2

1 Joseph Tracy

Best time in the two heats (third not run) was 0m53.

0.5 mile dash – Free-for-all, Heat 1

1 Edward Hawley

0.5 mile dash – Free-for-all, Heat 2

1 Edward Hawley

Best time in the two heats (third not run) was 0m34.6.

0.5 mile dash – Electric vehicles, Heat 1

1 Mrs C.C.Miller

0.5 mile dash – Electric vehicles, Heat 2

1 Mrs C.C.Miller

Best time in the two heats (third not run) was 0m57.

Held under the auspices of the New Jersey Coast Automobile Association, the course ran on a level and straight road from Broadway to Brighton Avenue.

Elkwood/Monmouth Park, NJ

17th August 1904

FP	#	Driver	Car	Time
60 miles				
1		Harry Harkness	Mercedes	1:12:40, 49.54 mph
2		Joe Tracy	Royal Tourist	36 laps/Radiator
3		Edward Hawley	Mercedes	12 laps/Out
1 mile - Vehicles, $650-$1000				
1		Richard Newton	Autocar	0:01:50.6, 32.55 mph
2		L.W.Lord	Pope-Hartford	1 lap
3 miles - Vehicles, $5000-$15000				
1		Edward Hawley	Mercedes	0:03:18.0, 54.54 mph
2		Harry Harkness	Mercedes	0:03:28.2
3		Charles Greuter	Matheson	3 laps
1 mile - Free-For-All, Heat 1				
1		Edward Hawley	Mercedes	0:01:06.0, 54.54 mph
2		Harry Harkness	Mercedes	0:01:09.6
1 mile - Free-For-All, Heat 2				
1		Edward Hawley	Mercedes	0:01:05.8, 54.71 mph
2		Harry Harkness	Mercedes	0:01:10.4

Hamline, Minneapolis, MN

18th August 1904

FP	#	Driver	Car	Time
5 miles - Exhibition				
1		Alonzo C.Webb	Pope-Toledo 24	0:05:07.0, 58.63 mph
2		W.F.Winchester	Franklin 10	0:05:49.0
5 miles - Under 41 hp				
1		Alonzo C.Webb	Pope-Toledo 24	0:07:09.0, 41.96 mph
2		Prawlaski	Mercedes	0:08:09.7
1 mile - Dash, Under 10 hp				
1		E.W.Young	Ford 9	0:01:44.5, 34.45 mph
2		W.G.Benz	Ford 9	0:01:50.0
2 miles - Dash, Under 13 hp				
1		E.H.Moulton	Franklin 10	0:03:32.2, 33.92 mph
2		F.Joswich	Franklin 10	0:03:37.7
1 mile - St.Paul-Minneapolis Challenge				
1		Alonzo C.Webb	Pope-Toledo 24	0:01:28.0, 40.91 mph
2		Ralph Bagley	Packard 20	0:01:29.5
3 miles - Dash, Under 21 hp				
1		Ralph Bagley	Packard 20	0:04:25.0, 40.75 mph
2		Joe Anderson	Winston-Walker	0:04:29.5
2 miles - Dash, Under 90 hp				
1		Alonzo C.Webb	Pope-Toledo 60	0:02:03.2, 58.42 mph
2		W.F.Winchester	Franklin 10	0:02:31.0
1 mile - Exhibition				
1		Alonzo C.Webb	Pope-Toledo 60	0:01:00.5, 59.50 mph
3 miles - Dash, Under 25 hp				
1		Joe Anderson	Winston-Walker	0:04:19.5, 41.62 mph
2		E.W.Young	Ford 9	0:04:25.0

Glenville Driving Track, Cleveland, OH

22nd-23rd August 1904

FP	#	Driver	Car	Time	
22nd August: 5 miles - Special Race, 8 cylinder cars					
1	2	Earl Kiser	Winton Bullet	0:04:51, 61.85 mph	
2		Herbert Lytle	Pope-Toledo	0:04:58	
3		Carl Fisher	Premier "Comet"	5 laps	
22nd August: 5 miles - Diamond Rubber Cup					
1		Herbert Lytle	Pope-Toledo	0:05:24, 55.56 mph	
2	2	Earl Kiser	Winton Bullet	0:05:34	
3		Carl Fisher	Premier "Comet"	5 laps	
4	3	Charles Gorndt	Winton Bullet	5 laps	
22nd August: 5 miles - Handicap					
1		Charles Soules	Pope-Toledo	0:05:44.2	0.75 mile Handicap
2	3	Charles Gorndt	Winton Bullet	5 laps	0.37 mile Handicap
3		Carl Fisher	Premier "Comet"	5 laps	0.25 mile Handicap
22nd August: 5 mile - Stock Runabouts					
1		George Russell	Cadillac	0:03:47.0, 31.72 mph	
2		W.F.Winchester	Franklin	2 laps	
3		Walter Baker	Baker Electric	2 laps	
22nd August: 5 miles - Stock Touring Cars					
1		Charles Soules	Pope-Toledo	0:05:51.8, 51.16 mph	
2		A.E.Morrison	Peerless 24	5 laps	
3		R.H.Magoon	Pope-Toledo	5 laps	
4		R.Messerley	Royal	4 laps/Out	
5		E.Berlinger	Rambler	2 laps/Out	
23rd August: 1 mile - Heat 1					
1		Herbert Lytle	Pope-Toledo	0:01:10, 51.43 mph	
2	3	Charles Gorndt	Winton Bullet	0:01:14	
3	2	Earl Kiser	Winton Bullet	1 lap/Car fire	
23rd August: 10 miles - Free-For-All					
1	2	Earl Kiser	Winton Bullet	0:10:05, 59.50 mph	
2	3	Charles Gorndt	Winton Bullet	0:10:21	
3		W.F.Winchester	Franklin	10 laps	
4		Carl Fisher	Premier "Comet"	accident/hit fence	
23rd August: 5 miles - Stock Touring Cars					
1		R.H.Magoon	Pope-Toledo	0:07:04.4, 42.21 mph	
2		A.E.Morrison	Peerless 24	5 laps	
3		Paul Gaeth	Gaeth	5 laps	
23rd August: 1 mile - Heat 2					
1		Herbert Lytle	Pope-Toledo	0:01:11.8, 50.14 mph	
2		Charles Soules	Pope-Toledo	1 lap	
3	3	Charles Gorndt	Winton Bullet	1 laps	
23rd August: 5 miles - Touring Cars					
1		F.R.Stearns	Stearns	0:06:19.0, 47.49 mph	
2		R.Messerley	Royal	5 laps	
3		R.H.Magoon	Pope-Toledo	5 laps	
23rd August: 5 miles - Time Trials					
	2	Earl Kiser	Winton Bullet	0:04:48.4, 62.41 mph	
	2	Alex Winton	Winton Bullet	0:04:55.4, 60.93 mph	
23rd August: 10 miles - Handicap					
1		R.Messerley	Royal	0:10:26.6, 57.45 mph	
2		Charles Soules	Pope-Toledo	10 laps	
3	3	Charles Gorndt	Winton Bullet	10 laps	

Omaha Driving Park, NE

23rd-24th August 1904

FP	#	Driver	Car	Time
23rd August: 1 mile - Exhibition				
		Barney Oldfield	Peerless "Green Dragon"	0:01:15.4, 47.74 mph
		Barney Oldfield	Peerless "Green Dragon"	0:01:13.6, 48.91 mph
24th August: 1 mile - Exhibition				
		Barney Oldfield	Peerless "Green Dragon"	0:01:12.8, 49.45 mph
24th August: 2 miles - Match Race				
1		Arthur Gardner		0:03:08, 38.30 mph
2		H.E.Frederickson		2 laps
24th August: 1 mile - Time Trial				
1		Frank Decker		0:01:37, 37.11 mph
24th August: Record Attempt, Touring Cars				
		A.C.Webb		crashed

Tiffin, OH

22nd August 1904

FP	#	Driver	Car	Time
1		Al Muehlfeld		

There were eight vehicles in this race.

Del Monte, CA

26th-27th August 1904

FP	#	Driver	Car	Time
26th August: 5 miles - Runabouts, Heat 1				
1		Arthur Hull	Cadillac	0:07:49.0, 38.38 mph
26th August: 5 miles - Runabouts, Heat 2				
1		C.H.Letcher	Cadillac	0:07:34.2, 39.63 mph
26th August: 5 miles - Runabouts, Final				
1		C.H.Letcher	Cadillac	0:07:24.0, 40.54 mph
2		Arthur Hull	Cadillac	5 laps
26th August: 5 miles - Touring Cars				
1		Henry Cousins	Rambler	0:08:16.8, 36.23 mph
2		Cuyler Lee	Cadillac	5 laps
3		E.S.Logan	Rambler	5 laps
26th August: 5 miles - Road Cars, Heat 1				
1		H.D.Ryus	White "Ghost" Steamer	0:05:51.0, 51.28 mph
2		Bert Dingley	Pope-Toledo 24	5 laps
3		H.M.Chambers	Pierce-Arrow 24	5 laps
26th August: 5 miles - Road Cars, Heat 2				
1		George Fuller	Pope-Toledo 24	0:05:30.5, 54.46 mph
2		F.J.Swentzel	Pope-Toledo	5 laps
26th August: 5 miles - Road Cars, Final				
1		H.D.Ryus	White "Ghost" Steamer	0:05:25.5, 55.30 mph
2		George Fuller	Pope-Toledo 24	5 laps
26th August: 5 miles - Cars, 10-16 hp				
1		J.Schnerr	Cadillac	0:07:14.5, 41.43 mph
2		C.H.Letcher	Cadillac	5 laps
26th August: 5 miles - Cars, $1200-$2550				
1		W.E.Saunders	Rambler 16	0:06:35.8, 45.48 mph
2		Walter Grothe	White Steamer	5 laps
3		W.K.Cowan	Rambler	
4		E.E.Russell	Thomas Flyer	

26th August: Pursuit Race, Gasoline Cars

1	Arthur Hull	Cadillac	9 laps
2	C.H.Letcher	Cadillac	8 laps/Eliminated
3	J.Schnerr	Cadillac	7 laps/Out
	W.F.Hunt	Oldsmobile	Eliminated
	O.Hastings	Ford	Eliminated
	Lew Vidy	Ford	Eliminated

26th August: Pursuit Race, Gasoline Cars $1000-$2550

1	W.E.Saunders	Rambler 16	17 laps
2	Walter Grothe	White Steamer	16 laps/Eliminated
3	W.K.Cowan	Rambler	Eliminated
4	Earle Anthony	Thomas	Eliminated

26th August: 5 miles - Del Monte Cup, Free-For-All, Heat 1

1	F.J.Swentzel	Pope-Toledo	0:05:38.5, 53.18 mph
2	Frank Garbutt	Stewart-Garbutt	5 laps
3	H.M.Chambers	Pierce-Arrow 24	5 laps

26th August: 5 miles - Del Monte Cup, Free-For-All, Heat 2

1	George Fuller	Pope-Toledo 24	0:05:24.2, 55.52 mph
2	H.D.Ryus	White "Ghost" Steamer	5 laps
3	Bert Dingley	Pope-Toledo 24	5 laps

27th August: 5 miles - Gasoline, $1100 and under

1	C.H.Letcher	Cadillac	0:07:39.0, 39.22 mph
2	W.F.Hunt	Oldsmobile	5 laps
3	J.Schnerr	Cadillac	5 laps
4	O.Hastings	Ford	5 laps
5	A.C.Hall	Cadillac	5 laps
6	Lew Vidy	Ford	5 laps

27th August: 10 miles - Open, $1551-$4000, Touring Cars

1	R.G.Fowler	Pope-Toledo 24	0:13:24.4, 44.75 mph
2	M.C.Harris	Pope-Toledo 24	10 laps

27th August: 5 miles - Open, 10-24 hp, Heat 1

1	W.E.Saunders	Rambler 16	0:06:00.8, 49.89 mph
2	Walter Grothe	White Steamer	5 laps
3	A.C.Hall	Cadillac	5 laps

27th August: 5 miles - Open, 10-24 hp, Heat 2

1	W.K.Cowan	Rambler	0:06:13.4, 48.21 mph
2	J.Schnerr	Cadillac	5 laps
3	E.S.Logan	Rambler	5 laps

27th August: 5 miles - Open, 10-24 hp, Final

1	W.E.Saunders	Rambler 16	0:06:01.0, 49.86 mph
2	W.K.Cowan	Rambler	5 laps

27th August: 5 miles - Open, 10-24 hp, Heat 1

1	George Fuller	Pope-Toledo 24	0:05:26.0, 55.21 mph
2	F.J.Swentzel	Pope-Toledo	5 laps
3	H.M.Chambers	Pierce-Arrow 24	5 laps
4	H.D.Ryus	White "Ghost" Steamer	5 laps

27th August: 5 miles - Open, 10-24 hp, Heat 2

1	W.E.Saunders	Rambler 16	0:05:54.0, 50.85 mph
2	Bert Dingley	Pope-Toledo 24	5 laps
3	W.K.Cowan	Rambler	5 laps

27th August: 5 miles - Open, vehicles less than 1432 pounds

1	Frank Kulick	Ford	0:05:40, 52.94 mph
2	W.F.Winchester	Franklin	0:05:48
3	W.L.Marr	Buick	5 laps

27th August: 5 miles - Handicap

1	Barney Oldfield	Peerless "Green Dragon"	0:05:13.2, 57.51 mph
2	Frank Kulick	Ford	0:05:22.0
3	3 Charles Gorndt	Winton Bullet	5 laps

27th August: 5 miles - Open, 10-24 hp, Final

1	George Fuller	Pope-Toledo 24	0:06:03.8, 49.48 mph
2	W.E.Saunders	Rambler 16	5 laps

27th August: 5 miles - Del Monte Cup, Free-For-All, Final

1	George Fuller	Pope-Toledo 24	0:05:21.4, 56.00 mph
2	F.J.Swentzel	Pope-Toledo	5 laps

27th August: 5 miles - Match Race

1	Walter Grothe	White Steamer	0:05:52.0, 51.14 mph
2	H.D.Ryus	White "Ghost" Steamer	5 laps

27th August: Pursuit Race, $2503-$4000

1	Bert Dingley	Pope-Toledo 24	3 laps
2	H.M.Chambers	Pierce-Arrow 24	3 laps

27th August: 5 miles - Free-For-All

1	H.D.Ryus	White "Ghost" Steamer	0:05:37.8, 53.29 mph
2	Bert Dingley	Pope-Toledo 24	5 laps
3	H.M.Chambers	Pierce-Arrow 24	5 laps
4	Hewson	Franklin	5 laps

27th August: Pursuit, Free-For-All

1	George Fuller	Pope-Toledo 24	14 laps
2	Bert Dingley	Pope-Toledo 24	13 laps/Eliminated
3	Hewson	Franklin	13 laps/Eliminated
4	H.D.Ryus	White "Ghost" Steamer	4 laps/Water pipe
5	H.M.Chambers	Pierce Arrow 24	2 laps/Eliminated

Grosse Pointe, MI

26th-27th August 1904

FP	#	Driver	Car	Time

26th August: 5 miles - Open, vehicles less than 1432 pounds

1		Frank Kulick	Ford	0:05:40, 52.94 mph
2		W.F.Winchester	Franklin	0:05:48
3		W.L.Marr	Buick	5 laps

26th August: 5 miles - Handicap

1		Barney Oldfield	Peerless "Green Dragon"	0:05:13.2, 57.51 mph
2		Frank Kulick	Ford	0:05:22.0
3	3	Charles Gorndt	Winton Bullet	5 laps
4		Charles Soules	Pope-Toledo	5 laps
		William Newman	Pope-Toledo 24	3 laps/accident

26th August: 5 miles - Diamond Cup, Heat 1

1		Barney Oldfield	Peerless "Green Dragon"	0:05:00, 60.00 mph
2	3	Charles Gorndt	Winton Bullet	0:05:06
3		Herbert Lytle	Pope-Toledo	5 laps

26th August: 15 miles - Diamond Cup Final

1	2	Earl Kiser	Winton Bullet	0:14:51, 60.61 mph
2		Barney Oldfield	Peerless "Green Dragon"	0:14:57
3	3	Charles Gorndt	Winton Bullet	15 laps

26th August: 10 miles - Open, stock touring cars

1		Charles Soules	Pope-Toledo 24	0:11:58.0, 50.14 mph
2		William Newman	Pope-Toledo 24	10 laps

27th August: 10 miles - Open

1		Barney Oldfield	Peerless "Green Dragon"	0:10:04.4, 59.60 mph
2	2	Earl Kiser	Winton Bullet	0:10:10
3		Herbert Lytle	Pope-Toledo	10 laps
4	3	Charles Gorndt	Winton Bullet	10 laps
		Charles Schmidt	Packard "Gray Wolf"	4 laps/accident

27th August: 10 miles - Open

1		Herbert Lytle	Pope-Toledo 24	0:10:42.0, 56.07 mph
2	3	Charles Gorndt	Winton Bullet	10 laps

27th August: 5 miles - Open, under 1432 pounds

1		W.F.Winchester	Franklin 10	0:07:12.8
2		Al Brush	Cadillac	5 laps

27th August: 5 miles - Handicap

1		W.F.Winchester	Franklin	0:04:58.4
2		Herbert Lytle	Pope-Toledo	5 laps

Aurora Driving Park, IL

27th August 1904 – ½ mile oval

FP	#	Driver	Car	Time
3 miles				
1	999	Jed Newkirk	Ford	0:03:38.0

Newkirk also set a record for a mile on a half-mle track of 1m12.6.

Maxwellton, St.Louis, MO

28th August 1904

FP	#	Driver	Car	Time
5 miles – Stock Cars, 881-1432 pounds, Flying Start				
1		Webb Jay	White Steamer 10	0:07:16, 41.28 mph
2		G.P.Dorris	St.Louis 24	0:07:37
10 miles – Louisiana Purchase Exposition Trophy				
1		Alonzo C.Webb	Pope-Toledo 60	0:10:52, 55.21 mph
2		Webb Jay	White Steamer 10	0:10:58
3		Barney Oldfield	Peerless "Green Dragon"	1 lap/accident/hit tree
3 miles - Exhibition				
		Barney Oldfield	Peerless "Green Dragon"	0:03:15.4, 54.77 mph
5 miles - Vehicles 881-1432 pounds				
1		W.F.Winchester	Franklin Buzzer 10	0:06:33.5, 45.74 mph
2		G.P.Dorris	St.Louis 24	5 laps
5 miles – Vehicles 551-881 pounds				
1		W.F.Winchester	Franklin Buzzer 10	0:07:04
2		J.A.Scott		
5 miles – Stock vehicles, 1432-2204 pounds				
1		Ed Godsey		0:09:37.5
2		G.P.Dorris		
5 miles – Greyhound Stakes				
1		Webb Jay	White Steamer 10	0:07:05
2		H.S.Turner Jr	St.Louis 24	5 laps
3		Halsey	Franklin 10	5 laps
10 miles - Cars, 881-1432 pounds				
1		Webb Jay	White Steamer 10	0:14:12.0, 42.25 mph
2		Leathers		10 laps
3		W.F.Winchester	Franklin	2 laps/Engine

N.B. - John Scott, a track employee, killed when hit by Oldfield's accident.

Carmel Hill, Del Monte, CA

28th August 1904

FP	#	Driver	Car	Time
Runabouts, $1000 and under				
1		Arthur Hull	Cadillac	0:04:40.2, 20.88 mph
2		Lew Vidy	Ford	0:04:52.8
3		Diehl	Holle	0:05:34.6
Touring Cars, $1000-$2550				
1		W.K.Cowan	Rambler	0:03:32.2, 27.44 mph
2		Walter Grothe	White Steamer	Finished
3		W.E.Saunders	Rambler 16	Finished

Road Cars, $2000-$4000

1	Bert Dingley	Pope-Toledo 24	0:02:48.8, 34.66 mph
2	H.M.Chambers	Pierce-Arrow 24	0:03:45.6

Free-For-All

1	Bert Dingley	Pope-Toledo 24	0:02:43.0, 35.89 mph
2	W.E.Saunders	Rambler 16	0:02:47.4
3	H.M.Chambers	Pierce-Arrow 24	0:03:25.8
4	W.K.Cowan	Rambler	0:03:35.0
5	Walter Grothe	White Steamer	0:04:05.2

Overland Park, CO

3rd September 1904

FP	#	Driver	Car	Time
5 miles - Gasoline, under 16 hp				
1		E.R.Combe	Rambler	0:08:18.2, 36.13 mph
2		E.P.Mathewson	Premier	5 laps
10 miles - Gasoline, under 24 hp				
1		G.A.Maxwell	Peerless 24	10 laps
2		B.C.Campbell	Pope-Toledo 24	10 laps
6 miles - Touring Cars				
1		H.T.James	Knox	0:09:27.0, 38.09 mph
2		Lawrence Phipps	Peerless	6 laps
5 miles - Gasoline, under 9 hp				
1		William Hess	Ford	0:08:36.0, 34.88 mph
2		R.R.Hall	Cadillac	5 laps
5 miles - Gasoline, under 25 hp				
1		G.A.Maxwell	Peerless 24	0:05:47.0, 51.87 mph
2		Kniseley	Pope-Toledo	5 laps
5 miles - Handicap				
1		Lawrence Phipps	Mercedes	0:07:31.0, 39.91 mph

Bennings, DC

5th September 1904

FP	#	Driver	Car	Time
5 miles - Gasoline, 881-1432 pounds				
1		Frank Kulick	Ford	0:08:07.6
2		H.A.Rhone	Haynes-Apperson	5 laps
3 miles - Gasoline, 1432-2204 pounds				
1		E.Gruendfeldt	Ford 10	0:05:45.8, 31.23 mph
2		Charles Tyser	Pope-Toledo 14	3 laps
5 miles - Gasoline, under $1000				
1		E.Gruendfeldt	Ford 10	0:09:12.0, 32.61 mph
2		Charles Tyser	Cadillac	5 laps
10 miles - Free-For-All				
1		J.W.Boyd	Franklin 10	0:17:33.0, 34.19 mph
2		J.H.Edmunds	Franklin 10	10 laps
3		H.A.Rhine	Haynes-Apperson	10 laps

Narraganset Park, RI

9th September 1904

FP	#	Driver	Car	Time

10 miles - Heat 1

1	Charles Meyer	Mercedes	0:09:23.8, 63.85 mph
2	Louis Ross	Ross Steamer	0:10:20.2

10 miles - Heat 2

1	Alonzo C.Webb	Pope-Toledo	0:11:02.6, 54.33 mph
2	Frank Durbin	Stanley Steamer	10 laps

10 miles - Final

1	Charles Basle	Mercedes	0:09:13.0, 65.10 mph
2	Louis Ross	Ross Steamer	0:09:15.0

5 miles - Heat 1

1	Charles Meyer	Mercedes	0:04:50.8, 61.90 mph
2	Alonzo C.Webb	Pope-Toledo	5 laps

5 miles - Heat 2

1	William Wallace	Renault 30	0:06:14.4, 48.08 mph
2	Frank Kulick	Ford 5	Finished

5 miles - Final

1	Charles Meyer	Mercedes	0:04:41, 64.06 mph
2	Alonzo C.Webb	Pope-Toledo	0:04:51
3	Joseph St.George	Renault 30	5 laps

5 miles - Final, 881-1432 class

1 999	Frank Kulick	Ford	0:05:09, 58.25 mph
2	William Wallace	Renault 30	0:05:11

5 miles - 551-1432 class

1	William Wallace	Renault 30	0:05:21.6, 55.97 mph
2	F.F.Cameron	Cameron 10	5 laps

5 miles - 551-1432 class

1	Frank Kulick	Ford	0:05:27.4, 54.98 mph
2	F.F.Cameron	Cameron 10	5 laps

5 miles - Stevens-Duryea Cars

1	Calvin Snow	Stevens-Duryea	0:07:44.4, 38.76 mph
2	W.J.Chapman	Stevens-Duryea	5 laps

5 miles - Match Race, Touring Cars

1	Arthur S.Lee	Pope-Toledo	0:06:31.4, 45.99 mph
2	J.A.Foster	Winton	5 laps

5 miles - Match Race, Touring Cars

1	Arthur S.Lee	Pope-Toledo	0:05:58.4, 50.22 mph
2	H.Ernest Rogers	Peerless 24	5 laps

5 miles - Franklin Cars

1	Edward Dauer	Franklin	0:07:44.4, 38.76 mph
2	H.A.Capron	Franklin	5 laps

5 miles - Match Race

1	Arthur S.Lee	Pope-Toledo	0:06:25.8, 46.66 mph
2	A.E.Morrison	Peerless 24	1 lap/Out

5 miles - Gasoline Vehicles, 551-881 pounds, Heat 2

1	Joseph St.George	Renault 30	0:05:21.6, 55.97 mph

Poughkeepsie, NY

16th September 1904 – Duchess County Fairgrounds

FP	#	Driver	Car	Time

5 miles – Touring Cars, Open

1		Arthur S.Lee	Pope-Toledo	0:07:02
2		Eddie Bald		
3		B.Morgan		

10 miles – Free-for-all

1		Edward Hawley	Mercedes	0:10:36, 56.60 mph

R	999	Frank Kulick	Ford	8 laps/Out
R		W.F.Winchester		4 laps

5 miles - For autocars

1		R.A.Wodell		0:10:14.4
2		James W.Wood		
3		W.A.Adriance		

5 miles - Grand Duchess Cup, Handicap

1	999	Frank Kulick	Ford	0:05:24, 55.56 mph	*scratch*
2		Arthur S.Lee	Pope-Toledo	0:05:30	*0m55 handicap*
3		B.Morgan	Mercedes	5 laps	*2m20 handicap*
4		J.Van Benschoten		5 laps	*2m50 handicap*

5 miles - Pursuit

1		E.R.Thomas		0:05:20
2		Frank Kutick		0:05:26

Island Park, Albany, NY

17th September 1904

FP	#	Driver	Car	Time
10 miles - Free-For-All				
1		Frank Kulick	Ford	0:12:09.0, 49.38 mph
2		Charles Soules	Pope-Toledo 24	10 laps
3		H.Savage	Peerless	10 laps
Exhibition				
		Eddie Bald	Columbia	0:03:07.6, 38.38 mph, 2 laps
		Edward Hawley	Mercedes	0:06:09.6, 48.70 mph, 5 laps
5 miles - Heavy Car, Handicap				
		Charles Soules	Pope-Toledo 24	5 laps
		H.Savage	Peerless	5 laps

Yonkers, Empire City, NY

24th September 1904

FP	#	Driver	Car	Time
5 miles - Yonkers Cup, under $1000				
1		Rodney Peeler	Autocar 10	0:08:15.6, 36.32 mph
2		R.M.Alexander	Pope-Hartford 10	0:08:34.2
3		A.J.Seaton	Buckmobile	0:09:16.4
4		B.B.Crawford	Autocar	5 laps
10 miles - Knickerbocker Cup				
1		Joe Tracy	Renault 30	0:10:15, 58.5 mph
2		H.R.Lounsberry	Meteor 18	10 laps
		Frank Kulick	Ford 20	3 laps/Out
5 miles - International Cup, Heat 1, Italian cars				
1		Paul Sartori	Fiat 24	0:06:20.0, 47.40 mph
2		C.H.Parker	Fiat 24	0:06:21.8
5 miles - International Cup, Heat 2, German Cars				
1		Edward Hawley	Mercedes 60	5 laps - only entry!
5 miles - International Cup, Heat 3, American Cars				
1		Frank Kulick	Ford 20	5 laps - only entry!
5 miles - International Cup, Heat 4, French Cars				
1		Joe Tracy	Renault 30	0:05:08.6, 50.33 mph
2		Felix Froger	Panhard 75	1 laps/Withdrew, too slow
10 miles - International Cup, Final				
1		Joe Tracy	Renault 30	0:10:01.4, 59.86 mph
2		Edward Hawley	Mercedes 60	0:10:07.8
3		Paul Sartori	Fiat 24	10 laps

4	Frank Kulick	Ford	5 laps/Out, batteries	

5 miles - Empire City Handicap, Heat 1

1	Paul Sartori	Fiat 24	0:08:05.2	1:20 Handicap
2	Charles Soules	Pope-Toledo 24	5 laps	1:15 Handicap
3	A.E.Morrison	Peerless 24	5 laps	1:15 Handicap
4	Rodney Peeler	Autocar 10	5 laps	3:15 Handicap
5	Joe Tracy	Royal Tourist 30	5 laps	0:25 Handicap
6	Frank Kulick	Ford 20	5 laps	0:10 Handicap

5 miles - Empire City Handicap, Heat 2

1	A.J.Seaton	Buckmobile 15	0:08:22.6	4:16 Handicap
2	Arthur S.Lee	Pope-Toledo 24	5 laps	1:15 Handicap 3
Joe Tracy		Renault 30	5 laps	0:08 Handicap
4	Edward Hawley	Mercedes 60	5 laps	

5 miles - Empire City Handicap, Final

1	Paul Sartori	Fiat 24	0:08:02.2	1:20 Handicap
2	Arthur S.Lee	Pope-Toledo 24	5 laps	1:15 Handicap
3	A.J.Seaton	Buckmobile 15	5 laps	4:16 Handicap

5 miles - Old Glory Cup

1	Charles Soules	Pope-Toledo 24	0:07:12.6, 41.61 mph
2	A.E.Morrison	Peerless 24	0:07:13.6
3	Arthur S.Lee	Pope-Toledo	5 laps
4	William Walters	Walter	

Brunots Island, PA

30th September-1st October 1904

FP	#	Driver	Car	Time	

30th September: 5 miles - Under 24 hp

1		George Turner	Peerless	0:06:45.2, 44.42 mph
2		William Murray	Peerless	5 laps

30th September: 2 miles - Under 9 hp

1		George Flian	Peugeot	0:03:54.6, 30.69 mph

30th September: 10 miles - Under 35 hp

1		George Turner	Peerless	0:14:14.0, 42.15 mph
2		William Murray	Pope-Toledo	10 laps
3		William Soules	White Steamer	10 laps

30th September: 5 miles - Under 16 hp

1		Webb Jay	White Steamer	0:08:35.0, 34.95 mph
2		A.L.Banker	Pierce-Arrow	5 laps
3		William Murray	Franklin	5 laps

30th September: 5 miles - Open

1		Barney Oldfield	Peerless "Green Dragon"	0:06:37.2, 45.32 mph
2		Webb Jay	White Steamer	5 laps
3		E.H.Bolden	Pope-Toledo	5 laps

30th September: 5 miles - Handicap

1		Barney Oldfield	Peerless "Green Dragon"	0:05:47.0	0:00 Handicap
2		George Turner	Peerless	5 laps	0:10 Handicap
3		G.Ferrier	Pierce-Arrow	5 laps	1:30 Handicap

1st October: 2 miles - Under 24 hp

1		Webb Jay	White Steamer	0:02:46.0, 43.37 mph
2		George Turner	Peerless	2 laps
3		Edward Kneeland	Pope-Toledo	2 laps

1st October: 1 mile - Under 9 hp

1		D.P.Collins	Cadillac	0:02:12.6, 27.15 mph
2		George Flain	Peugeot	1 lap
3		J.A.Piatsch	Stoddard-Dayton	1 lap

1st October: 2 miles - Touring Cars

1		Webb Jay	White Steamer	0:03:14.0, 37.11 mph
2		George Turner	Peerless	2 laps
3		Edward Kneeland	Pope-Toledo	2 laps

1st October: 2 miles - Under 16 hp

1	Webb Jay	White Steamer	0:03:35.0, 33.49 mph
2	George Stranahan	Franklin	2 laps
3	A.L.Banker	Pierce-Arrow	2 laps

1st October: 10 miles - Touring Cars, under 25 hp

1	Barney Oldfield	Peerless 24	0:10:40.2, 56.23 mph
2	George Turner	Peerless	10 laps
3	E.H.Bolden	Pope-Toledo	10 laps

1st October: 5 miles - Handicap

1	Barney Oldfield	Peerless "Green Dragon"	0:05:25.6	0:00 Handicap
2	Lester Wilson	Pierce Arrow	0:05:29.0	1:50 Handicap
3	Webb Jay	White Steamer	5 laps	0:25 Handicap
4	William Murray	Franklin	5 laps	2:20 Handicap

Harlem, Chicago, IL

30th September-1st October 1904

FP	#	Driver	Car	Time

30th September: 2 miles – Ladies Race

1		Mrs Reginald Smith		0:04:24
2		Mrs L.T.Roenitz		mechanical

It was announced before the meeting that there would be a womens race between Mrs C.W.Hills, Mrs L.T.Roenitz and Miss Neva Scott. According to the local press, at the home of Miss Scott it was denied that she would enter the contest, and Charles W.Hills denied that his wife had any intention of competing. Was this really the case, or was it the menfolk denying the chance to their wives and daughters? The race was put on when Mrs Reginald Smith agreed to compete. Mrs Roenitz had been leading during the last mile until a mechanical problem with her car intervened.

30th September: 5 miles – Runabouts

1		O.E.Schell		0:10:28
2		G.E.Holmes		

30th September: 5 miles – Special Race

1		Frank Kuleck		0:05:27
2		Carl Fisher		

30th September: 5 miles – Free-for-all

1		Frank Kuleck		0:05:29
2		Carl Fisher		
3		Herbert Lytle		

30th September: 10 miles – Handicap

1		F.O.Tallman		0:16:29
2		Ed Apperson		
3		O.E.Schell		

30th September: Pursuit

1		Carl Fisher		
2		O.E.Schell		

1st October: 5 miles - Diamond Challenge Cup

1		Carl Fisher	Premier "Comet"	0:05:15.6, 57.03 mph
2	999	Frank Kulick	Ford	5 laps
3		Willie Knipper	Chalmers	5 laps

1st October: 5 miles - Chicago Auto Club Members

1		John Fry		0:06:23, 47.00 mph
2		O.F.Weber		5 laps
3		W.S.Austin		5 laps

1st October: 5 miles - Cars Over 1432 pounds

1		Herbert Lytle	Pope-Toledo	0:06:22, 47.12 mph
2		Willie Knipper	Chalmers	5 laps
3		L.W.Sheppard		5 laps

1st October: 10 miles - Handicap

1		Charles Weber		0:15:44

2	O.F.Weber		10 laps
3	Willie Knipper	Chalmers	10 laps

1st October: 1 mile - Exhibitions

	Carl Fisher	Premier "Comet"	0:01:03.4, 56.78 mph
	Carl Fisher	Premier "Comet"	0:01:01.8
	Carl Fisher	Premier "Comet"	0:01:02.2

1st October: 5 miles - Special Race, Heat 1

1	999 Frank Kulick	Ford	0:05:27.8, 54.91 mph
2	Carl Fisher	Premier "Comet"	5 laps

1st October: 5 miles - Special Race, Heat 2

1	Carl Fisher	Premier "Comet"	0:05:29.4, 54.64 mph
2	999 Frank Kulick	Ford	5 laps

1st October: 5 miles - Special Race, Heat 3

1	Carl Fisher	Premier "Comet"	0:05:10.4, 57.99 mph
2	999 Frank Kulick	Ford	5 laps

1st October: 5 miles - Touring Cars, with passengers

1	Edgar Apperson	Apperson	0:06:23.0, 47.00 mph
2	Charles Weber		5 laps
3	Ralph Temple		5 laps

Barney Oldfield had agreed with the promoters of the meeting to appear and race, but instead he broke his contract and raced at Brunots Island. The Chicago Automobile Club then formally demanded that the American Automobile Association should bar him from competing in further events sanctioned by the AAA. The Chicago club then barred any entries from manufacturers for whom Oldfield drove at the time.

Point Breeze, PA

1st October 1904

FP	#	Driver	Car	Time	
5 miles - Open Handicap, Heat 1					
1		Frank Yerger	Pope-Toledo 24	0:06:08	1:00 Handicap
2		Edward Hawley	Mercedes 60	5 laps	0:00 Handicap
5 miles - Open Handicap, Heat 2					
1		Charles Soules	Pope-Toledo 24	5 laps	
2		E.S.Morton	Peerless 24	5 laps	
5 miles - Open Handicap, Final					
1		Charles Soules	Pope-Toledo 24	5 laps	
2		Frank Yerger	Pope-Toledo 24	5 laps	
3		Edward Hawley	Mercedes 60	5 laps	
4		E.S.Morton	Peerless 24	5 laps	
10 miles - Exhibition					
		Edward Hawley	Mercedes 60	0:11:35.0	

Harlem, Chicago, IL

3rd-4th October 1904

FP	#	Driver	Car	Time
3rd October: 5 miles				
1	999	Frank Kulick	Ford	0:05:27, 55.05 mph
2		Carl Fisher	Premier "Comet"	0:05:33
3rd October: 5 miles				
1	999	Frank Kulick	Ford	0:05:29, 54.71 mph
2		Carl Fisher	Premier "Comet"	0:05:33
3		Herbert Lytle	Pope-Toledo	5 laps
4		Edgar Apperson	Apperson	5 laps
4th October: 5 miles				
1		Carl Fisher	Premier "Comet"	0:05:15, 57.14 mph

2	999	Frank Kulick	Ford	0:05:23
3		Willie Knipper	Pope-Toledo	5 laps

Elm Ridge, Kansas City, MO

5th October 1904

FP	#	Driver	Car	Time
5 miles - Vehicles 881-1432 pounds				
1		Webb Jay	White Steamer	0:09:40.0, 31.03 mph
2		E.P.Moriarty	Stevens-Duryea	5 laps
3		Will Goodrich	Ford	5 laps
3 miles - Vehicles 1432-2204 pounds				
1		Webb Jay	White Steamer	0:05:43.2, 31.47 mph
2		D.L.Whiteford	Franklin	3 laps
3		Ralph Baker	White Steamer	3 laps
3 miles - Free-For-All				
1		Will Goodrich	Ford	0:04:50.0, 37.24 mph
2		Webb Jay	White Steamer	3 laps
3		D.L.Whiteford	Franklin	3 laps
3 miles - Vehicles 881-1432 pounds				
1		Will Goodrich	Ford	0:05:19.0, 33.86 mph
2		Webb Jay	White Steamer	3 laps
3		D.L.Whiteford	Franklin	3 laps
5 miles - Match Race				
1		Webb Jay	White Steamer	0:09:11.0, 32.67 mph
2		Will Goodrich	Ford	5 laps

Reno Fairgrounds, NV

4th-6th October 1904

FP	#	Driver	Car	Time	
4th October: 3 miles, Handicap					
1		Robert L.Douglass		0:06:15	
2		W.Gilbert Douglass			*1 minute handicap*
5th October: 3 miles, Handicap					
1		W.Gilbert Douglass		0:06:45	*1 minute handicap*
2		Robert L.Douglass		0:05:45	

Robert L.Douglass' car should have won, but he held off to make the race more interesting, and was beaten to the finishing line by a narrow margin.

6th October: 5 miles, Handicap					
1		Robert L.Douglass	Pope	0:05:09.75	
2		W.Gilbert Douglass			*1 mile handicap*

The meeting was run by the Reno Jockey Club.

Glenville Driving Track, Cleveland, OH

15th October 1904

FP	#	Driver	Car	Time
5 miles - Open, under 24 hp				
1		Webb Jay	White Steamer	0:06:36.2, 45.43 mph
2		George Turner	Peerless	5 laps
2		E.S.George	Peerless	5 laps
5 miles - Match Race, Standing Start				
1		Barney Oldfield	Peerless "Green Dragon"	0:04:44.2, 63.34 mph

2	2 Earl Kiser	Winton Bullet	0:05:14.2	

5 miles - Open

1	Burnham	Peerless	0:05:37.6, 53.32 mph	
2	Joe Tracy	Royal Tourist	5 laps	
3	Webb Jay	White Steamer	5 laps	

5 miles - Match Race, Flying Start

1	Barney Oldfield	Peerless "Green Dragon"	0:04:44.0, 63.38 mph	
2	2 Earl Kiser	Winton Bullet	5 laps	

5 miles - Open, Handicap

1	Webb Jay	White Steamer	5 laps	0:20 Handicap
2	George Turner	Peerless	5 laps	0:20 Handicap
3	Joe Tracy	Royal Tourist	5 laps	
4	Carl Fisher	Premier Comet	5 laps	0:00 Handicap
5	E.S.George	Peerless		0:35 Handicap

10 miles - Match Race

1	Barney Oldfield	Peerless "Green Dragon"	0:09:17.2, 64.61 mph	
2	2 Earl Kiser	Winton Bullet	0:10:01.2	

Narragansett Park, RI

15th October 1904 – 5 miles

FP	# Driver	Car	Time
1	William H.Draper		0:10:39.75
2	G.H.Willey		

The race was for a $250 bet.

Agriculture Park, Los Angeles, CA

21st-22nd October 1904

FP	# Driver	Car	Time

21st October: 5 miles - Gasoline, 10 hp and under

1	David Campbell	Ford	0:06:30.0, 46.15 mph
2	Ralph Hamlin	Pope-Hartford	5 laps
3	A.Hoxie	Tourist	5 laps
4	W.G.Hansen	Hansen	5 laps

21st October: 5 miles - Touring cars

1	W.McDonald	Pope-Toledo 24	0:07:01.4, 42.71 mph
2	H.D.Ryus	White "Ghost" Steamer	5 laps
3	Henry Turner	Peerless	5 laps
4	Warren Carhart	Searchmont	1 lap/Out

21st October: 5 miles - 15hp, $1000-$2000

1	David Campbell	Ford	0:06:34.2, 45.66 mph
2	A.Hoxie	Tourist	5 laps
3	W.G.Hansen	Hansen	5 laps
4	Ralph Hamlin	Pope-Hartford	5 laps

21st October: 5 miles - 25 hp, $2500 and under

1	Frank Siefert	Thomas	0:06:38.0, 45.23 mph
2	Tom Ellis	Thomas	5 laps
3	W.K.Cowan	Rambler	5 laps

21st October: 5 miles - 30 hp, Heat 1

1	Frank Garbutt	Stewart-Garbutt	0:05:15.0, 57.14 mph
2	M.C.Harris	Pope-Toledo	5 laps
3	H.M.Zier	Thomas	5 laps

21st October: 5 miles - 30 hp, Heat 2

1	Bert Dingley	Pope-Toledo 24	0:05:33.4, 53.99 mph
2	E.D.Keeler	Peerless	5 laps
3	Henry Turner	Peerless	5 laps

21st October: 5 miles - 30 hp, Final

1	Frank Garbutt	Stewart-Garbutt	0:05:23.0, 55.73 mph
2	Bert Dingley	Pope-Toledo 24	5 laps

22nd October: World record attempts

	George Fuller	Pope-Toledo 24	0:01:00.6, 59.41 mph, 1 lap
	David Campbell	Ford	0:12:56.4, 46.37 mph, 10 laps

22nd October: 10 miles - Free-For-All

1	Frank Siefert	Thomas	0:13:54.2, 43.15 mph
2	H.M.Zier	Thomas	10 laps

22nd October: 5 miles - Huntington Cup, Heat 1

1	Henry Turner	Peerless	0:05:23.0, 55.73 mph
2	George Fuller	Pope-Toledo 24	5 laps

22nd October: 5 miles - Huntington Cup, Heat 2

1	Frank Garbutt	Stewart-Garbutt	0:05:34.4, 53.83 mph
2	M.C.Harris	Pope-Toledo	5 laps

22nd October: 5 miles - Huntington Cup, Final

1	Frank Garbutt	Stewart-Garbutt	0:05:54.0, 61.22 mph
2	George Fuller	Pope-Toledo 24	5 laps
3	J.D.Hill	Mors 40	5 laps

22nd October: 5 miles - Gasoline, 10-20 hp

1	A.Hoxie	Tourist 12	0:07:40.4, 39.09 mph
2	W.G.Hansen	Hansen 12	5 laps
3	W.K.Cowan	Rambler	5 laps

22nd October: 5 miles - Inter-Club Cup

1	George Fuller	Pope-Toledo 24	0:05:22.6, 55.80 mph
2	M.C.Harris	Pope-Toledo	5 laps
3	Henry Turner	Peerless	5 laps

22nd October: 5 miles - International Open, Heat 1

1	George Fuller	Pope-Toledo 24	0:05:18.4, 56.53 mph
2	Lockhart	Mors 40	5 laps
3	E.D.Keeler	Peerless	5 laps
4	Frank Siefert	Thomas	5 laps

22nd October: 5 miles - Touring Cars

1	A.P.Witterauer	White Steamer 5	0:07:34.0, 39.65 mph
2	M.McDonald	Pope-Toledo	5 laps

22nd October: 5 miles - International Open, Heat 2

1	Bert Dingley	Pope-Toledo 24	5 laps
2	M.C.Harris	Pope-Toledo	Broken steering

22nd October: 5 miles - International Open, Final

1	Bert Dingley	Pope-Toledo 24	0:05:18.0, 56.60 mph
2	George Fuller	Pope-Toledo 24	5 laps

22nd October: 5 miles - Chansler Challenge Cup, Heat 1

1	Bert Dingley	Pope-Toledo 24	0:05:28.0

22nd October: 5 miles - Chansler Challenge Cup, Heat 2

1	George Fuller	Pope-Toledo 24	5 laps
2	Henry Turner	Peerless 24	5 laps

24th October: 5 miles - Chansler Challenge Cup, Final

1	Bert Dingley	Pope-Toledo 24	0:05:09.6

24th October: Pursuit Race

1	Bert Dingley	Pope-Toledo 24	10:18.0, 10 laps
2	Ernest Keller	Peerless	Eliminated
3	William Schroeder	Thomas	Eliminated
4	Frank Siefert	Thomas	Eliminated

Brighton Beach, NY

22nd October 1904

FP	#	Driver	Car	Time

1 mile - Seabreeze Cup, Handicap

1	Leo Baldwin	Stanley Steamer 10	0:01:27.2, 41.28 mph
2	Rodney Peeler	Autocar 10	0:02:00.6
3	Philip Adams	Cadillac 10	0:02:53.4

5 miles - Diamond Cup

1	Maurice Bernin	Renault 60	0:05:08.6, 58.33 mph
2	Barney Oldfield	Peerless "Green Dragon"	0:05:54.4
3	Charles Wridgway	Peerless 24	0:06:01.6

3 miles - International Cup, Heat 1

1	Maurice Bernin	Renault 60	0:03:06.4, 57.94 mph
2	Guy Vaughn	Decauville 40	0:03:35.0

3 miles - International Cup, Heat 2

1	Paul Sartori	Fiat 90	3 laps

No other starters

3 miles - International Cup, Heat 3

1	Barney Oldfield	Peerless "Green Dragon"	0:03:25.6, 52.53 mph
2	Charles Wridgway	Peerless 24	0:03:36.0

5 miles - International Cup, Final

1	Maurice Bernin	Renault 60	0:05:05.6, 58.90 mph
2	Paul Sartori	Fiat 90	0:05:17.8
3	Barney Oldfield	Peerless "Green Dragon"	0:05:44.8

5 miles - Brighton Handicap, Heat 1

1	Rodney Peeler	Autocar 60	0:08:49.8	2:45 Handicap
2	Maurice Bernin	Renault 30	0:09:29.2	0:00 Handicap
3	Philip Adams	Standard 25	5 laps	1:55 Handicap
	Frank Nutt	Haynes 12		1:40 Handicap
	Leo Baldwin	Stanley Steamer		1:40 Handicap

5 miles - Brighton Handicap, Heat 2

1	Guy Vaughn	Decauville 40	0:06:49	0:50 Handicap
2	Charles Wridgway	Peerless 24	0:06:50	0:45 Handicap
3	Barney Oldfield	Peerless "Green Dragon"	0:05:51.6	0:00 Handicap
	Paul Sartori	Fiat 90	2 laps/Out	

5 miles - Brighton Handicap, Final

1	Philip Adams	Standard 25	0:08:17.0	1:55 Handicap
2	Maurice Bernin	Renault 30	0:08:19.2	0:00 Handicap
3	Guy Vaughn	Decauville 40	0:08:24.0	0:50 Handicap
	Barney Oldfield	Peerless "Green Dragon"		0:00 Handicap
	Rodney Peeler	Autocar 60		3:00 Handicap

Maxwellton, St.Louis, MO

23rd October 1904

FP	#	Driver	Car	Time

5 miles – Vehicles 1432-2204 lbs, carrying road equipment and four passengers

1		C.A.Tileson	0:08:30.4
2		E.B.Godsey	

5 miles – Vehicles 1432-2204 lbs, flying start

- G.P.Dorris

This race was run in two heats, the first won in 6m23, the second in 6m56, both by Dorris.

5 miles – Vehicles 881-1432 lbs

1		W.M.Leathers	0:07:57
2		Robert Britton	

2 miles – Vehicles 881-1432 lbs, flying start

1		E.B.Godsey	0:03:28.4
2		Robert Britton	

5 miles - Exhibition

		Earl Kiser	0:05:49.6
		Earl Kiser	0:05:19.0

10 miles – Exhibition

	Earl Kiser		0:11:13.0

Yonkers, Empire City, NY

29th October 1904

FP	#	Driver	Car	Time
10 miles - Track Championship, Heat 1				
1		Paul Sartori	Fiat 90	0:09:45.8, 61.45 mph
2		Leon Thery	Richard-Brasier 80	0:10:00.0
10 miles - Track Championship, Heat 2				
1		Barney Oldfield	Peerless "Green Dragon"	0:09:20.0, 64.29 mph
2		Maurice Bernin	Renault 60	0:09:44.8
10 miles - Track Championship, Final				
1		Barney Oldfield	Peerless "Green Dragon"	0:09:12.6, 65.15 mph
2		Paul Sartori	Fiat 90	0:09:39.8
5 miles - Exhibition Runs				
		Frank Kulick	Ford 20	0:04:43.6, 63.47 mph
		Philip Adams	Standard 25	0:05:56.4, 50.50 mph

Overland Park, CO

6th November 1904

FP	#	Driver	Car	Time
5 miles – Record Attempt				
1		Barney Oldfield	Peerless "Green Dragon"	0:04:30.2

Yonkers, Empire City, NY

8th November 1904

FP	#	Driver	Car	Time	
1 mile - Handicap					
1		Alfred Comacho	Rainey 6.5 hp	0:01:19.4, 45.34 mph	*350 yards*
2		L.C.Hutcheson	Oldsmobile 4.5 hp	0:01:39.8	*350 yards h'cap*
3		R.G.Howell	Oldsmobile 7 hp	0:01:42.4	*250 yards h'cap*
10 miles - Match Race					
1		Maurice Bernin	Renault 60	0:09:54.0, 60.61 mph	
2		Paul Sartori	Fiat 90	0:09:59.4	
3 miles - International Cup, Heat 1					
1		Frank Kulick	Ford 20	0:03:03.8, 58.76 mph	
2		Philip Adams	Standard 25	0:03:26.8	
5 miles - International Cup, Final					
1		Frank Kulick	Ford 20	0:04:48.4, 62.41 mph	
2		Maurice Bernin	Renault 60	0:04:48.6	
3		Paul Sartori	Fiat 90	Broke down	
15 miles - Exhibition					
1		Earl Kiser	Winton Bullet	12 laps/Broke down	
20 miles - Exhibition					
1		Frank Croker	Winton Bullet	12 laps/Broke down	
5 miles - Handicap Race					
1		Guy Vaughn	Decauville 40	0:06:40.4	0:55 Handicap
2		Maurice Bernin	Renault 60	5 laps	0:00 Handicap
3		Alfred Comacho	Rainey 6.5 hp	5 laps	1:50 Handicap
4		Emanuel Cedrino	Fiat 24	5 laps	0:38 Handicap
5		Philip Adams	Standard 25	5 laps	0:45 Handicap

Calder's Park, UT

13th November 1904 – Salt Lake City

Bert Fuller challenged Barney Oldfield to a one mile match race, Fuller driving the "999" Ford, and Oldfield the Peerless "Green Dragon". However, tinkering on the Ford by Salt Lake machinists meant that the car "refused to work" according to the Ogden Standard, so Oldfield had to run alone.

Weequahio Park, Waverly, NJ

19th November 1904

FP	#	Driver	Car	Time
3 miles - Cars $500-$750				
1		Inglis M.Uppercue	Cadillac	0:06:48, 26.5 mph
2		F.Evenden		6 laps
3 miles - Cars $750-$900, Heat 1				
1		Richard Newton	Autocar 10	0:06:03.2, 29.74 mph
2		C.H.Gillette	Pope-Hartford 10	6 laps
3		C.C.Howard	Pope-Hartford 10	2 laps/Out
3 miles - Cars $750-$900, Heat 2				
1		A.W.Stockbridge	Michigan 12	0:05:36.4, 32.10 mph
2		Inglis M.Uppercue	Cadillac	6 laps
3		Clarence Fisher	Autocar 10	6 laps
5 miles - Touring Cars, $750-$1750				
1		A.W.Stockbridge	Michigan 12	0:09:25.0, 31.86 mph
2		L.J.Wyckoff	Franklin 10	0:09:45.0
3		Inglis M.Uppercue	Cadillac 8	10 laps
		C.C.Howard	Pope-Hartford 10	10 laps
5 miles - Handicap				
1		J.H.Amory	Speedway 24	0:09:10.0, 32.73 mph
2		Edward Strasser	Locomobile 15	0:09:10.6
3		A.W.Stockbridge	Michigan 12	0:09:37.6
		C.H.Gillette	Pope-Hartford 10	10 laps
Exhibition				
		Bernard M.Shanley	Mercedes	0:01:17.8, 46.27 mph, 2 laps
		Bernard M.Shanley	Mercedes	0:02:37.0, 45.86 mph, 4 laps
		Bernard M.Shanley	Mercedes	0:03:57.5, 45.47 mph, 6 laps
		Bernard M.Shanley	Mercedes	0:05:17.2, 45.40 mph, 8 laps
5 miles - Cars $750-$900, Final				
1		Richard Newton	Autocar 10	0:08:54.8, 33.66 mph
2		A.W.Stockbridge	Michigan 12	10 laps
3		C.H.Gillette	Pope-Hartford 10	10 laps
3 miles - Cars $950-$2000				
1		A.W.Stockbridge	Michigan 12	0:05:51, 30.77 mph
2		William Fisk	Locomobile 9	6 laps
5 miles - Touring Cars $750-$1700				
1		Edward Strasser	Locomobile 16	0:09:08.6, 32.81 mph
2		Inglis M.Uppercue	Cadillac	10 laps
10 miles - Under $6500, Shanley Cup				
1		Montague Roberts	Thomas 40	0:15:55.0, 37.70 mph
2		J.H.Armory	Speedway 24	0:17:01.0
3		Edward Strasser	Locomobile 15	20 laps
5 miles - Under $6500				
1		Bernard M.Shanley	Mercedes	0:05:56.2, 50.53 mph
2		J.H.Armory	Speedway 24	10 laps

Chicago-Milwaukee, IL-WI

19th November 1904 – Match Race

FP	#	Driver	Car	Time
1		Jerry Ellis	24 hp	3:34
2		Arthur G.Schmitt	40 hp	4:04

This was a record attempt which was run as a match race with the previous record holder, Schmitt. They started at the Chicago Automobile Club at 5:36 am, and raced to the Pfister house in Milwaukee. A side bet of $500 was placed on the outcome.

Reno Fairgrounds, NV

20th November 1904

FP	#	Driver	Car	Time
5 miles – Record Attempt				
		Barney Oldfield	Peerless "Green Dragon"	0:04:56.2

The air was still and the track was in good condition, but the turns were too short to permit the record to be broken.

4th Eagle Rock Hill, NJ

24th November 1904 - Hillclimb

FP	#	Driver	Car	Time
Elecric vehicles				
1	24	J.W.Aylsworth	Torbensen	0:04:22.6
2	36	H.W.Ewbank	Columbia	0:05:23.4
Steam vehicles				
1	31	Webb Jay	White Steamer 15	0:01:28.4
2	8	E.J.Foley	Prescott	0:01:52.4
3	51	E.Shuttleworth	Stanley	0:04:27.6
Gasoline Stock, under $851				
1	40	George Paddock	Oldsmobile	0:03:06.2
2	35	C.C.Henry	Cadillac	0:04:33.4
3		Anton Winslow		Did not finish
Gasoline Stock, $851-$1249				
1	20	H.J.Koehler	Buick	0:02:18.6
2	53	C.A.Kohl	Duryea	0:02:33.6
3	48	H.L.Newton	Elmore	0:02:41.8
4	49	E.B.Patton	Elmore	0:02:45.6
5	45	A.F.Robinson	Buckmobile	0:03:52.2
6	34	W.H.Rex	Franklin	0:04:03.6
7	25	V.Torbenson	Torbenson	0:04:25.6
8	27	Arthur Gardner	Rambler	0:05:25.2
Gasoline Stock, $1250-$2000				
1	37	H.W.Alden	Columbia	0:03:14.4
2	27	Arthur Gardner	Rambler	0:04:13.4
3	33	W.H.Bex	Franklin	0:05:03.2
Gasoline Stock, $2001-$3000				
1		Mortimer Roberts	Haupt 40	0:02:42.8
Gasoline Stock, $3001-$5000				
1	21	W.Walter	Walter 24	0:01:54.4
2	9	R.E.Fulton	Pope-Toledo	0:02:15.8
3	23	Tom Cooper	Matheson 24	0:02:21.8
4	38	Henry Sandol	Columbia	0:02:53.8
5	54	J.H.Amory	Speedway	0:04:09.6
6	43	S.T.Stinzing	Desberon 30	0:04:29.2
Gasoline Stock, over $5000				

1	28	William Wallace	Fiat	0:01:23.8
2	15	Paul Sartori	Fiat 90	0:01:24.2
3	29	Emanuel Cedrino	Fiat 60	0:01:24.8
4	2	William K.Vanderbilt	Mercedes 90	0:01:26.6
5	19	Frank Croker	Simplex	0:01:29.4
6	44	George Flynn	Mercedes	0:01:38.2
7		James L.Breese	Mercedes 40	0:01:43.6

Gasoline, 1432-2204 pounds

1	52	Maurice Bernin	Renault 60	0:01:20.0
2	2	William K.Vanderbilt	Mercedes 90	0:01:20.6
3	28	William Wallace	Fiat	0:01:22.0
4	15	Paul Sartori	Fiat 90	0:01:22.2
5	31	Webb Jay	White Steamer	0:01:23.6
6	29	Emanuel Cedrino	Fiat 60	0:01:29.2
6		Frank Croker		0:01:32.6
7	44	George Flynn	Mercedes	0:01:33.2
8	14	James L.Breese	Mercedes 40	0:01:39.6
9	11	A.P.Heyer	Pope-Toledo	0:01:45.6
10	43	S.T.Stinzing	Desberon 30	0:02:09.8

Gasoline, 851-1432 pounds

1	4	Guy Vaughn	Decauville 40	0:01:37.2
2	8	E.J.Foley	Prescott	0:01:37.6
3	31	Webb Jay	White Steamer 15	0:01:48.0

Gasoline, 551-851 pounds

1	32	W.F.Winchester	Franklin 12	0:02:26.0
2	50	F.F.Cameron	Cameron 10	0:03:07.2

Ogden Fairgrounds, UT

27th November 1904 – ½ mile oval

FP	#	Driver	Car	Time	
1 mile – Exhibition					
1	999	Bert Fuller	Ford	0:01:19	
2 miles – Match Race, Handicap					
1	999	Bert Fuller	Ford		*scratch*
2		Billy Cortez	Oldsmobile		*1 mile handicap*

Fuller won three out of the five heats.

This meeting was run on a Sunday, and on the 1st December Mr Bailey who managed the racing was convicted in the municipal court of violating the ordinance prohibiting Sunday amusements.

Narragansett Park, RI

3rd December 1904

FP	#	Driver	Car	Time
1 mile - Electric Vehicles				
1		Arthur Feltham	Waverly Electric	0:01:11.8, 50.14 mph
2		R.L.Lippitt	Waverly Electric	0:01:43.0
1 mile - Steam Vehicles				
1		B.F.Blackington	Stanley Steamer	0:00:47.8, 75.31 mph
2		Leo Baldwin	Stanley Steamer	0:00:52.0
1 mile - Gasoline Vehicles, Light Weight				
1		R.L.Lippitt	Franklin	0:01:29.0, 40.45 mph
2		Rissly	Columbia	0:01:32.0
1 mile - Gasoline Vehicles, Heavy Weight				
1		Arthur Adams	Pope-Toledo	0:00:48.0, 75.00 mph
=		John Snow	Peerless	0:00:48.0

Sacramento, CA

4th December 1904

A race meeting was held at Sacramento as part of Barney Oldfield's tour of California. Oldfield crashed when his rear axle broke, causing him some injury. This caused the auto races at Agricultural Park to be postponed.

Fresno Speedway, CA

13th December 1904

FP	#	Driver	Car	Time
50 miles				
1		Barney Oldfield	Peerless "Green Dragon"	0:48:40, 61.64 mph

Oldfield also set a world record for completing 25 miles in 23m38.6.

Agriculture Park, Los Angeles, CA

16th-21st December 1904

FP	#	Driver	Car	Time
16th December: 1 mile - Exhibition				
1		Barney Oldfield	Peerless "Green Dragon"	0:00:54.0, 66.70 mph
16th December: 3 miles - Open				
1		Barney Oldfield	Peerless "Green Dragon"	0:03:09.0, 57.10 mph
2		Frank Garbutt	Stewart-Garbutt	3 laps
3		Charles Burman	Peerless 24	2 laps/Out
17th December: Exhibition Runs				
		Barney Oldfield	Peerless "Green Dragon"	0:00:53.0, 67.9 mph, 1 lap
		Charles Burman	Peerless 24	0:01:00.0, 60.0 mph, 1 lap
		Charles Burman	Peerless 24	0:05:17.0, 56.8 mph, 5 laps
17th December: 3 miles - Free-For-All				
1		Frank Garbutt	Stewart-Garbutt	3 laps
2		Charles Burman	Peerless 24	0:03:12.0, 56.2 mph
17th December: 3 miles - Exhibition Runs				
1		Barney Oldfield	Peerless "Green Dragon"	0:02:45.0, 65.4 mph
2		Frank Garbutt	Stewart-Garbutt	3 laps
17th December: 9 miles - Record Attempt				
1		Barney Oldfield	Peerless "Green Dragon"	0:08:22.4, 64.49 mph
21st December: 9 miles - Record Attempt				
1		Barney Oldfield	Peerless "Green Dragon"	0:08:04.0, 66.94 mph

N.B. - Oldfield didn't break the 9 mile record of 8:17 on the 17th, so returned on the 21st to do the job. He then held all records from 1 to 50 miles.

Other Matters of the Year

- Barney Oldfield and E.C.Hausman were disqualified from competing in American Automobile Association sanctioned events on the 5th April 1904 as they had competed in two unsanctioned events at Savannah, Georgia on February 26th, and Birmingham, Alabana on March 8th. Oldfield seems to have been forgiven enough for him to compete at Empire City on May 22nd.

- John J.Ryan challenged Barney Oldfield to a ten mile auto race for a $10,000 bet. A date of 20th March or 27th March was mentioned, but it is not known if it took place.

- An automobile meet was arranged for Virginia Beach, NJ, on the 6th May. It is not known if it took place.

- An automobile race for vehicles from Lincoln and Seward (NE) was planned for the Grocer's picnic to be held on the 22nd June in Seward. It is not known if it took place.

- Two automobile races were scheduled for light and heavy cars as part of the 4th July celebrations in Fullerton, CA. It is not known if the races took place.

- A 1 mile automobile race for a $10 prize was announced for the 4th July celebrations in Iowa City at the fairgrounds. It is not known if it took place.

- The Traverse City Driving Park Association (MI) was to hold a 2 mile automobile race between two drivers during its 4th July celebrations. No details of the day are yet known.

- A race at the Saucer Track in Salt Lake City was advertised for the 31st July. It was to include the following events:
  5 mile auto match race – H.Murdock of Ogden vs B.Fuller of Salt Lake
  2 mile record trial – Samuel Newhouse in a 38 hp machine
  Professional match race, J.P.Dunn vs E.A.Staley
  5 mile auto race for autos valued at $1250 or under
  5 mile free-for-all
  It is not known if this meeting took place.

The Tidewater Agricultural and Stock Association announced that there would be an automobile race at its fair to be held at Tappahannock, VA, from the 24th-26th August. There are no reports of the race taking place.

- An automobile race was scheduled for the Labor Day celebrations (5th September) at Uniontown, PA, for an umbrella by Brumber & Bergman. It is not known if it took place.

- Four automobile races were announced for the Sixth Annual Nashua Fair, NJ, to be held on the 8th September. The results of these races, or whether they took place, is not known.

- The Berkshire Automobile Club was reported to be holding an automobile race at Pittsfield on the 10th September. It is not known if it took place.

- An automobile race was planned for the South Kennebec Fair at Windsor, ME, which was held from the 13th-15th September. No race is reported as having taken place, perhaps because the final day was postponed due to a severe storm.

- Automobile races were advertised for the Allen County Fair at Lima, OH, in September. There are no reports of these happening.

- A handicap automobile race was held between Connellsville and Dawson, PA, on the 24th September, starting from the Exchange Hotel and finishing at the Dawson Driving Park, going via Leisenring. The race was won by a Connellsville man, "thus effectually disposing of the much-mooted proposition that Uniontown men are fast" according to the Connellsville Courier. This race was also reportedly the second event for the Championship of Fayette County. What the other events were in this championship, or who won it, or even if it was ever awarded is not known.

- An automobile race was to be held as part of the Milledgeville Fair, GA, on the 6th October.

- An automobile race was to be held as part of the Sioux County Fair in Orange City, IA, from the 14th-16th October.

- An auto race excursion was planned from Ogden to Salt Lake City on the 23rd October, which indicates that an event was planned, but it is not known if it took place.

- The Dawson Driving Association was to hold a one mile automobile race on the 24th October. It is not known if it took place.

- An automobile race was announced alongside bicycle and motorcycle races at Columbus, GA, on the 18th November. The bicycle races were postponed, and there were no reports of the automobile race taking place.

1905 US Events

"Not until it is all over can the editor decide whether an automobile race shall be printed on the sporting page or among the day's tragedies."

Baltimore Sun

Dallas, TX

2nd January 1905 – 100 miles

FP	#	Driver	Car	Time
1		E.H.R.Green	Pope-Toledo	2h06
R		A.B.Wharton	Columbia	6 miles/broke bolt
		Howard R.Hughes	Peerless	

This was claimed to be the first 100 mile automobile race ever run over a regular race track (and they may well have been correct), and was run over the race course of the Dallas Jockey Club at the Texas Fairgrounds. There were five entries in total, and 6000 spectators watched the race on a raw and cold day.

Ormond Beach, Daytona, FL

24th-31st January 1905

FP	#	Driver	Car	Time
24th January: 5 miles - Record Attempt, Class A				
		Arthur MacDonald	Napier 90	0:03:17.0, 91.37 mph
24th January: 10 miles - Record Attempt				
		Maurice Bernin	Renault 60	0:07:42.0, 77.92 mph
24th January: 5 miles - Stripped touring cars				
1		Charles Soules	Pope-Toledo 24	0:05:17.6, 56.67 mph
2		Frederic A LaRoche	Darracq 20	0:06:22.4
24th January: 10 miles - Stock chassis				
1		M.J.Budlong	Columbia 18	0:14:12.4, 42.23 mph
24th January: 1 Km - Class B, 851-1431 lb				
1		Webb Jay	White Steamer 15	0:00:44.4
2		Alex LeBlanc		0:01:01.8
24th January: 5 miles - Stock chassis, $2700-$4000				
1		Charles Soules	Pope-Toledo 30	0:05:13.6, 57.40 mph
2		Montague Roberts	Thomas 40	0:05:47.8
3		B.B.Holcomb	Columbia 40	Finished
24th January: 10 miles - Stock chassis, $2700-$4000				
1		Charles Soules	Pope-Toledo 24	0:20:33.6, 29.18 mph
2		John Caswell	Electric 40	Finished
24th January: 5 miles - Handicap				
1		Eddie Bald		0:07:13.4
24th January: 1 mile - Stock Cars				
1		Charles Soules	Pope-Toledo 30	0:00:57.0, 63.16 mph
2		Webb Jay	White Steamer 15	0:01:00.6
24th January: 5 miles - Time Trials				
1		Guy Vaughn	Decauville 40	0:04:34.4, 65.40 mph
24th January: 1 mile - Stock Cars, $650 and under				
1		M.B.Aultman	Pope-Tribune 6	0:01:39.8, 36.07 mph
24th January: 5 miles - Stock Cars, $651-$1000				
1		Louis Ross	Stanley Steamer 8	0:06:42.6, 44.71 mph
2		C.N.Wheeler	Glide 12	0:08:16.0
24th January: 5 miles - Handicap				

1	Hiram Maxim	Columbia 18	0:07:18.2	1:47 Handicap
2	Charles Soules	Pope-Toledo 30	0:07:28.8	0:00 Handicap

25th January: 1 mile - Corinthian Race, for the Colonel L.C.Weir Cup

1	4	Louis Ross	Ross Steamer 20	0:00:41.6, 86.54 mph
2	28	Samuel B.Stevens	Mercedes 90	0:00:43.2
3		William Wallace	Darracq 80	0:00:47.8

25th January: 1 mile - Time Trials

		James L.Breese	Mercedes 18	No time
		William K.Vanderbilt	Mercedes 95-105	0:00:42.6, 84.51 mph

25th January: 1 mile - Dewar Trophy

1		Louis Ross	Ross Steam 20	0:00:42.0, 85.71 mph
2		Samuel B.Stevens	Mercedes 90	0:00:45.8
3		William Wallace	Mercedes 90	0:00:47.4
4		Alfred G.Vanderbilt	Fiat 90	

25th January: 1 mile - Clowry Trophy

1		Louis Ross	Ross Steam 20	0:00:57.4, 62.72 mph
2		Webb Jay	White Steamer 15	0:00:58.2

26th January: 1 Km - Time Trials

		Arthur MacDonald	Napier 90	0:00:23.0
		Joseph Heller	Pipe 80	0:00:23.4
	2	Herbert L.Bowden	Mercedes 120	0:00:23.6
	4	Louis Ross	Ross Steamer 20	0:00:24.2
		Paul Sartori	Fiat 90	0:00:24.8
	28	Samuel B.Stevens	Mercedes 90	0:00:26.4
	6	Edward R.Thomas	Mercedes 90	0:00:26.6
		William K.Vanderbilt	Mercedes 90	0:00:28.6
		Alfred G.Vanderbilt	Fiat 90	0:00:28.8
		Charles Duplus	Fiat 90	0:00:32.6
		Samuel B.Stevens	Mercedes 80	0:00:32.6
		Webb Jay	White Steamer 15	0:00:32.8

Note that some sources use Mercedes for this race, others such as the Boston Daily Globe claim that all of the Mercedes were in fact Daimler's. This is because the company which made Mercedes cars was called Daimler, the name Mercedes originating in 1901.

26th January: 1 Km - H.L.Bowden Trophy, Heat 1

1	4	Louis Ross	Ross Steamer 20	0:00:27.6
2		Arthur MacDonald	Napier 90	0:00:29.2
3		William K.Vanderbilt	Mercedes 95	0:00:32.2

26th January: 1 Km - H.L.Bowden Trophy, Heat 2

1		William Wallace	Darracq 80	0:00:32.6
2		E.H.Fredericks	Mercedes 90	0:00:34.6

26th January: 1 Km - H.L.Bowden Trophy, Heat 3

1	28	Samuel B.Stevens	Mercedes 90	0:00:31.2
2		Paul Sartori	Fiat	0:00:33.0

26th January: 1 Km - H.L.Bowden Trophy, Final

1		Arthur MacDonald	Napier 90	0:00:27.6, 79.43 mph
2	4	Louis Ross	Ross Steamer 20	0:00:28.2
3	28	Samuel B.Stevens	Mercedes 90	0:00:30.0
4		William K.Vanderbilt	Mercedes 90	Finished

26th January: 1 mile - Class B (Steam Cars)

1		Webb Jay	White Steamer 15	0:00:51.8, 69.50 mph
2		Guy Vaughn	Decauville 40	0:00:54.4

26th January: 1 mile Time Trial, Touring Cars

		Charles Soules	Pope-Toledo 30	0:00:57
		M.J.Budlong	Columbia 18	0:01:22
		John Caswell	Columbia 40	0:01:27

27th January: 50 miles - Lozier Trophy

1		Walter Christie	Christie 60	1:11:22.4, 42.03 mph
2		Barney Oldfield	Peerless Green Dragon 60	DNF
3		Alonzo C.Webb		DNF

A report in the Newark Advocate suggests that Christie's time was 1:09:20.2. Oldfield ran for twenty-five miles on three tyres.

27th January: 10 miles - Special Race, $500 wager

1	Guy Vaughn	Decauville 40	0:09:25.4, 63.67 mph	
2	R.Magondeaux	Bollee 40	0:09:27.6	

27th January: 50 miles - Burgoyne Cup

1	Paul Sartori	Fiat 90	0:40:20.0	4:50 Handicap
2	E.H.Fredericks	Mercedes 90	0:41:58.8	4:01 Handicap

28th January: 10 miles - Limited to Mercedes Cars

1	6 Edward R.Thomas	Mercedes 90	0:06:31.8, 91.88 mph
2	E.H.Fredericks	Mercedes	0:07:44.2
3	James L.Breese	Mercedes	0:09:25.8
4	28 Samuel B.Stevens	Mercedes 90	Out

Note that the Boston Daily Globe of the 29th January 1905, pg 8, suggests that B.M.Shanley Jr was driving the E.H.Fredericks car which finished second – he owned it.

28th January: 10 miles - Limited to Fiat Cars

1	William Wallace	Fiat 90	0:06:54.6, 86.83 mph
2	Paul Sartori	Fiat 90	Finished

28th January: 10 miles - Ormond Derby, Heat 1

1	Arthur MacDonald	Napier 90	0:07:06.0, 84.51 mph
2	Charles Deplus	Pope 80	0:07:40.4
3	Maurice Bernin	Renault 60	Finished

The Boston Daily Globe of the 29th January suggests that this was won in 7m08.

28th January: 10 miles - Ormond Derby, Heat 2

1	6 Edward R.Thomas	Mercedes 90	0:07:10.6, 83.60 mph
2	8 Bernard M.Shanley	Mercedes 90	0:10:29.8

The Boston Daily Globe of the 29th January suggests that this was won in 7m10.4.

28th January: 10 miles - Ormond Derby, Heat 3

1	James L.Breese	Mercedes 35	0:10:29.4, 57.20 mph
2	William Wallace	Fiat 90	Out

The Boston Daily Globe of the 29th January suggests that this was won in 7m29.6. The Ormond Derby was run for the Major C.J.S.Miller Trophy.

30th January: 100 miles - Vanderbilt Cup

				Start order
1	Harry Fletcher	De Dietrich 80	1:18:24.0, 76.531 mph	10
2	Maurice Bernin	Renault 60	1:21:38.0	3
3	Paul Sartori	Fiat 90	1:21:44.2	4
4	Alex LeBlanc	Mercedes 90	1:24:28.8	2
5	Walter Christie	Christie 60	1:27:16.8	8
6	William Wallace	Fiat 90	1:29:20.0	5
	Arthur MacDonald	Napier 90	Out, tyre trouble	1
	Charles Canaut	De Dietrich 45	Out	9
	Charles Duplus	Pope 90	Out	7
	Samuel B.Stevens	Mercedes 90		6
NS	Herbert L.Bowden	Mercedes 120	car overweight	

Cars were started at intervals of 1 minute. Note that Frederics was due to drive Shanley's Mercedes, but LeBlanc was classified as the finisher in it.

30th January: 5 miles - Ormond Handicap

1	Paul Sartori	Fiat 90	0:03:57	0:24 Handicap
2	6 Edward R.Thomas	Mercedes 105	0:04:02.2	0:00 Handicap
3	William Wallace	Fiat 90	0:04:02.2	0:19 Handicap

30th January: 5 miles - Brokow Trophy, Heat 1

1	6 Edward R.Thomas	Mercedes 105	0:03:23.4, 88.50 mph
2	William Wallace	Fiat 90	0:03:38.4
3	28 Samuel B.Stevens	Mercedes 105	0:03:47.4
4	George Flynn		Finished

Again, the Boston Daily Globe suggests that the winning time was 3m23.6.

30th January: 5 miles - Brokow Trophy, Heat 2

1	Paul Sartori	Fiat 90	0:03:58.0, 75.63 mph
2	Walter Christie	Christie 60	0:04:06.0
3	Arthur MacDonald	Napier 90	Out/2 miles

30th January: 5 miles - Brokow Trophy, Final

1	6 Edward R.Thomas	Mercedes 105	0:03:30.2, 85.63 mph	
2	William Wallace	Fiat 90	0:03:44.0	
3	Paul Sartori	Fiat 90	0:04:15.0	

31st January: 25 miles - E.R.Thomas Cup

1	Arthur MacDonald	Napier 90	0:15:23.0, 97.51 mph	
2	William Wallace	Fiat 90	0:15:34.0	
3	Harry Fletcher	De Dietrich 80	0:15:36.8	
4	Paul Sartori	Fiat 90	0:16:01.0	
5	8 Bernard M.Shanley	Mercedes 90	0:16:25.6	

31st January: 10 miles - Major C.J.S. Miller Trophy

1	Arthur MacDonald	Napier 90	0:06:15.0, 96.00 mph	
2	6 Edward R.Thomas	Mercedes 105	0:06:18.2	
3	8 Bernard M.Shanley	Mercedes 90	0:07:25.4	

31st January: 10 miles - Handicap

1	Charles Canaut	De Dietrich 45	0:08:02.6	2:15 Handicap
2	Montague Roberts	Thomas 40	0:08:54.4	3:30 Handicap
3	6 Edward R.Thomas	Mercedes 90	0:06:21.4	0:05 Handicap

31st January: Time Trials

2	Herbert L.Bowden	Mercedes 120	0:00:32.8	1 mile
2	Herbert L.Bowden	Mercedes 120	0:00:21.6	1 Km
	Arthur McDonald	Napier 90	0:15:23.0	20 miles
	Arthur McDonald	Napier 90	0:06:15.0	10 miles
6	Edward R.Thomas	Mercedes 90	0:06:21.4	10 miles
	Walter Christie	Christie 60	0:00:40.0	1 mile
	James MacDonald	Napier 90	0:00:25.2	1 Km

N.B. - Frank Croker and mechanician Alexandre Raoul killed in pre-race practice accidents.

New Orleans, LA

19th February 1905

Barney Oldfield's circus was in town. Little is known about the races which took place here, although Oldfield's "Blue Streak" went through a fence and was badly damaged.

Dallas, TX

25th February 1905

FP	# Driver	Car	Time	

3 miles – Open, Dallas Automobile Club Derby

1	S.H.Boren	Franklin	0:06:29.5	
2	Dr E.E.Wilson	Franklin		
3	George A.Titterington	Ford		

5 miles – Great Texas Handicap

1	Ollie Savin	Pope-Toledo	0:06:33.2	0:35 Handicap
2	Barney Oldfield	Peerless Green Dragon	5 laps	0:00 Handicap
3	Howard Hughes	Peerless	5 laps	0:60 Handicap

3 miles – Filler-in Race

1	S.H.Boren	Franklin		
2	Dr E.E.Wilson	Franklin		
3	George A.Titterington	Ford		

3 miles - Exhibition

	Barney Oldfield	Peerless Green Dragon	0:03:25.4, 52.58 mph	
	Barney Oldfield	Peerless Green Dragon	0:03:25.2, 52.63 mph	

On the 4th January, E.H.R.Green challenged Howard R.Hughes to a 50 mile auto race on the Dallas Fair Grounds to be held on the 11th February. Green was to use his Pope-Toledo (driven by Ollie Savin) and Hughes his Peerless, although Wharton was allowed to enter with his Columbia. Wharton instead bought a new 60 hp machine at the end of January to challenge the winner of the Green challenge to another race.
However, come the 8th February, the track was declared to be too soft, and the races were postponed until the grounds became good enough. The races were rescheduled for the 22nd February (a Wednesday), and a trophy cup of $1000 purchased, although the races were later again put back until Saturday 25th, after one of Oldfield's machines was damaged in a race

event at New Orleans and required a day or two for repairs. Come race day though, it was announced again that the fifty mile challenge would be postponed – this time until the following Saturday. Hughes' car though had suffered damage and needed repairs, and the race was postponed, being rescheduled for the 1st April.
However, during a practice run on the 25th March, Louis D'Rango crashed Hughes' car through the outside fencing at the track. He had been lapping at 1m11, when a tyre was thrown from the wheel, causing the car to go out of control. D'Rango and his passenger Jess Illingworth escaped with bruising, but the car was sufficiently damaged that it was unable to take place in the challenge. The challenge then seems to have been postponed indefinitely.

Dallas Fairgrounds, TX

4th March 1905

FP	# Driver	Car	Time	
1 mile - Record Attempt				
	Barney Oldfield	Peerless Green Dragon	0:00:59	*flying start*
	Barney Oldfield	Peerless Green Dragon	0:01:13	*standing start*

Oldfield's car broke down on the next mile. The timers for the attempt were George A.Titterington, W.A.Fraser and Louis D'Rango.
Prior to the meeting, on the 28th February, Mr Pickens, a representative of Barney Oldfield, announced the following:
"I hereby challenge Col.E.H.R.Green to a race between his Pope-Toledo [driven by Ollie Savin] and my Peerless Green Dragon, to take place at the Fair Grounds next Saturday afternoon [4th March]. The Pope-Toledo to receive a handicap of thirty-five seconds in five miles. Each side to contribute $100 toward purchasing a $200 cup, to be given to the winner. I have deposited with the Oriental Hotel $100 as my forfeit."
Green replied as follows the next day:
"My Dear Sir, I am in receipt, at 4:30 this afternoon, of your challenge. It was a great surprise to me, because at the meeting of the Dallas Automobile Club last evening your representative, Mr Pickens, and your manager, Mr E.A.Moross, were present and sat beside me, and we discussed many matters of interest in automobile circles, but nothing whatever was suggested with reference to a race. On reading The Dallas News this morning I saw what purports to be your challenge, but though I saw you and the above named gentleman a Garrett's automobile store today, you did not see fit to mention your so-called challenge, and I head nothing of it until at 4:30, as above stated, it was handed to me by a colored boy.
Your representatives knew that I would be compelled to go East on Thursday or Friday of this week, and that it would be practically impossible, for that reason, for me to accept your challenge, at the present time. Your engine, too, has been thoroughly overhauled by the representatives of the Peerless people, and by an expert machinist borrowed from Mt Hughes, and I have no change to get our car in condition, if it needs any repairs.
My business engagements in New York have been put off from time to time since Feb.11, the original date of the races, and my presence in New York in the near future is absolutely necessary. There is also no assurance that your Peerless car will be in racing condition by Saturday, even could I remain so long.
However, I would like very much to have a race with you, and therefore hope that you will change your challenge and make it possible for us to have a meet at some future date when it will be convenient for both of us. I have taken part of several long races, up to 100 miles, in which the Pope-Toledo has never yet 'missed a shot'. Respectfully yours, E.H.R.Green."
Oldfield published a reply in the press the next day:
"Dear Sir, I am in receipt of your communication of yesterday, and since there seems to be a question on your part as to the motive which prompted my challenge, I desire to state afew facts in order to make my position clear to you.
From a standpoint of sportsmanship, the most natural inference to be drawn as a result of last Saturday's handicap on account of my machine not being in the best condition was that there would be no objection on your part to the running of the race again on the date created by postponement.
I am a professional automobile driver, and have been too busy earning a living in various capacities since I was 12 years old to absorb any great amount of knowledge of parliamentary etiquette, and I apologize for any seeming breach of courtesy in connection with my challenge in yesterday's News. In challenging you I have but one object in view – to demonstrate that my Green Dragon is more than five seconds to the mile faster than your Pope-Toledo, or that our Peerless car of 24 horsepower design is faster than your Pope-Toledo of equal horsepower. Just at this time of the year my time is very valuable, for I have to depend on receipts from my exhibitions to earn my living, consequently I cannot afford to wait in Dallas for an indefinite period. Thirty days' time should prove sufficient to arrange all details of a match race, and, as you have stated you are willing to enter into such a contest at a later date, I will change the stipulations of my challenge to conform as near as possible to your pleasure. Provided each of us deposits $250 as a forfeit today or tomorrow, I will drive my Green Dragon against your Pope-Toledo of 24 horsepower for $500 a side on the Dallas track at a distance of five miles on any day agreeable to you between the 17th and 31st of March, your care to receive thirty-five seconds handicap from a standing start in five miles. Date to be decided upon

prior to the 10th day of March, so as not to conflict with my racing engagements in other places: or, if you can arrange to have your Pope-Toledo drive against me on next Saturday on the above handicap condition, I will put up for your car a $100 silve cup, to be given to the Pope-Toledo, win or lose.
My one object in making the above propositions, as before stated, is to demonstrate to the people of Dallas that Peerless cars are superior in speed to Pope-Toledos. I have done this everywhere else in the country, and desire to point to the fact that the record table shows what car holds every record that is considered a record on circular tracks. The Green Dragon went fifty miles at a faster average speed than the Pope-Toledo, with all its racing team and racing cars has ever been able to travel a single mile."
Green replied "I am going to drop the thing and don't care to reply. I am not advertising any car." He left on the 2nd March for Detroit to attend a meeting of the board of directors of the American Automobile Association. After the record attempts held on the 25th February in which Oldfield's car broke down (so he could well have lost the five mile challenge), Oldfield left for Hot Springs and a later race in Oklahoma.

Brighton Beach, NY

6th March 1905

FP	#	Driver	Car	Time	
1 mile - Stock chassis, under 10 hp					
1		Oliver Light	Cadillac 9	Finished	
1 mile - Stock chassis, under 13 hp					
1		Alfred Comacho	Franklin 12	0:01:37.2, 37.04 mph	
2		Leland Mitchell	Decauville 12	0:01:48.0	
3		W.W.Swan	Decauville 12	Finished	
4		W.F.Winchester	Franklin 12	Finished	
5		Rodney Peeler	Autocar 12	Finished	
1 mile - Stock chassis, under 21 hp					
1		A.S.Robinson	Queen 16	1 lap	
1 mile - Stock chassis, under 41 hp					
1		Oliver Bush	Daimler 20	0:01:24.4, 42.65 mph	
2		Montague Roberts	Thomas 20	0:01:28.4	
3		William McIlvrid	Royal 38	0:01:30.4	
5 miles - Stock chassis, final					
1		Leland Mitchell	Decauville 12	0:08:01.6, 37.37 mph	
2		Mortimer Roberts	Haupt 40	5 laps	
3		Oliver Bush	Koopman 34	5 laps	
4		Alfred Comacho	Franklin 12	5 laps	
5 miles - Stock chassis, open					
1		Guy Vaughn	Decauville 40	0:05:17.8, 56.64 mph	
2		W.F.Winchester	Franklin	0:05:40.6	
3		George Cook	Pipe 40	0:06:35.6	
5 miles - Under 1432 lb chassis					
1		Guy Vaughn	Decauville 40	0:05:13.6, 57.40 mph	
2		W.F.Winchester	Franklin 20	0:05:35.0	
5 miles - Handicap race					
1		William McIlvrid	Royal 38	0:09:03.2	2:20 Handicap
2		Oliver Bush	Daimler 40	5 laps	2:00 Handicap
3		Anton Winslow	Cadillac 6	5 laps	5:00 Handicap
Exhibition runs					
		Walter Christie	Christie 60 FD	0:01:02.4, 57.7 mph, 1 lap	
		Walter Christie	Christie 60 FD	0:05:11.2, 57.8 mph, 5 laps	
1000 miles - Record attempt					
		Charles Wridgway	Peerless 1000	25:50:01, 38.7 mph	
1 mile - Track steam record attempt					
		Joe Nelson	Ross Steamer	Crashed backstretch	

Pecousic Hill, Springfield, MA

26th April 1905 - 0.412 mile hillclimb

FP	#	Driver	Car	Time
Class A: Steamers				
1		Charles Cannon	Grout 50	0:00:34.0, 43.62 mph
Class B: Gasoline Cars under $1000				
1		H.G.French	Ford	0:00:57.6, 25.75 mph
2		E.R.Clark	Autocar	0:01:04.4
3		A.A.Geisel		0:01:12.2
Class C: Gasoline Cars $1000-$1500				
1			Reo	0:00:54.8, 27.07 mph
2			Knox	0:01:03.0
3			Rambler	0:01:08.0
Class D: Gasoline Cars $1500-$2500				
1		S.L.Haynes	Stoddard-Dayton	0:00:47.4, 31.29 mph
2		Harry Fosdick	Winton 24	0:00:51.4
3		F.H.Fowler	National 24	0:00:52.6
Class E: Cars over $3000				
1		Eddie C.Bald	Columbia	0:00:41.2, 36.00 mph
2		C.S.Henshaw	Thomas Flyer	0:00:44.8
3		C.A.Fulton	De Dietrich	0:00:50.2
Class F: Free-For-All				
1			Napier	0:00:35.6, 41.66 mph
2			Stevens-Duryea	0:00:37.6
3			Grout 50	0:00:37.8
			Knox	0:00:42.4
Class G: Touring Cars				
1		Eddie C.Bald	Columbria	0:00:43.6
2		C.S.Henshaw	Thomas	0:00:44.4
3			Stearns	0:01:17.0

Galveston Beach, TX

28th April 1905

FP	#	Driver	Car	Time
1 mile run				
		Ollie Savin	Pope Toledo Yellow Wasp	0:00:56

The aim of this run was to test the beach for its suitability as a racing venue. A further test was set up for the 29th, with a race between Savin, Hawkins, Hughes and Green scheduled. The course was known as Nottingham Speedway.

Brighton Beach, NY

5th-6th May 1905 – 1000 mile record run

FP	#	Driver	Car	Time
		Charles G.Wridgway	24 hp	25:50:01

This beat the record set by Charles Schmidt at Grosse Point in 1904 by 4h03m36. During the night the track was partly illuminated by calcium lights, and Wridgway reduced his speed to avoid an accident.

Delmar, St.Louis, MO

7th May 1905

FP	#	Driver	Car	Time
3 miles – One cylinder stock cars				
1		Edward Gadsley		0:07:46.4
2		Jesse French Jr		
3 miles – Stripped stock cars				
1		A..C.Webb	White Steamer	0:04:35.4
•		E.C.Carr		
•		W.W.Lathers		
2 miles – Four Cylinder stock cars				
1		W.W.Lathers		0:03:49.5
2		H.S.Turner		
3 miles – Match Race, Heat 1				
1		Alonzo C.Webb	White Steamer	0:04:56.8, 36.5 mph
2		Barney Oldfield	Peerless "Green Dragon"	0:04:59
2 miles – Match Race, Heat 2				
1		Barney Oldfield	Peerless "Green Dragon"	0:02:58, 40.49 mph
2	3	Earl Kiser	Winton Bullet	0:02:59
3		Alonzo C.Webb	White Steamer	4 laps
2 miles – Match Race, Heat 3				
1	3	Earl Kiser	Winton Bullet	0:03:31, 34.12 mph
2		Barney Oldfield	Peerless "Green Dragon"	0:03:40
3		Alonzo C.Webb	White Steamer	4 laps
2 miles – Match Race, Final				
1		Alonzo C.Webb	White Steamer	0:03:06, 38.71 mph
2		Barney Oldfield	Peerless "Green Dragon"	0:03:10
3	3	Earl Kiser	Winton Bullet	4 laps

According to the Atlanta Consititution who previewed the Oldfield/Webb match in April, Barney Oldfield was "The World's Premier Motorist".

Morris Park, NY

20th May 1905

FP	#	Driver	Car	Time
1 mile - Record Attempt, Flying Start				
		Louis Chevrolet	Fiat 90	0:00:52.8, 68.18 mph
		Webb Jay	White Steamer 15-20	0:00:53.0, 67.92 mph
		Charles Basle	Mercedes 90	0:00:54.8, 65.69 mph
		Walter Christie	Christie 60	0:00:56.6, 63.60 mph
		Barney Oldfield	Peerless "Green Dragon"	0:01:00.6, 59.41 mph
1 mile – Corinthian Mile, flying start, for amateurs driving their own cars				
1		Richard Stevens	Mercedes 60 hp	0:01:09.0
2		George Isham Scott	Mercedes 60 hp	0:01:21.4

Major C.J.S.Miller (Renault 80 hp) and Walter Christie (Christie 60 hp) were also entered, but did not start.

3 miles – Touring Cars of 30 hp or less, standing start				
1		L.Markle	Peugeot 18-26 hp	0:05:11.4
2		L.E.Van Sickles		
R		William Ottman	Pope Toledo 30 hp	
5 miles – Match Race, Heat 1				
1		Charles Basle	Mercedes 90	0:05:34.6, 53.80 mph, 3 laps
2		Barney Oldfield	Peerless "Green Dragon"	0:06:06.8
5 miles – Match Race, Heat 2 & Final				
1		Charles Basle	Mercedes 90	0:05:58.8, 50.17 mph, 3 laps
2		Barney Oldfield	Peerless "Green Dragon"	0:06:02.4
2 miles - Middleweight Class				
1		Guy Vaughn	Decauville 40	0:02:31.6, 47.49 mph
2		C.J.Miller	Renault 38	2 laps

5 miles - Handicap, Heat 1

1	Alfred Comacho	Franklin 12	0:08:38.4	2:35 Handicap
2	Anton Winslow	Cadillac 9	3 laps	4:45 Handicap
3	William McIlvrid	Royal 32-38	3 laps	1:50 Handicap
4	L.Markle	Peugeot 18-26	3 laps	1:25 Handicap

5 miles - Handicap, Heat 2

1	Montague Roberts	Thomas 40	0:07:19.4	2:00 Handicap
2	Guy Vaughn	Decauville 40	3 laps	0:25 Handicap
3	Webb Jay	White Steamer 15-20	3 laps	0:00 Handicap
4	Leland Mitchell	Decauville 12	3 laps	3:30 Handicap

5 miles - Handicap, Final

1	Anton Winslow	Cadillac 9	0:09:02.4	4:45 Handicap
2	Webb Jay	White Steamer 15-20	3 laps	0:00 Handicap
3	Alfred Comacho	Franklin 12	3 laps	2:35 Handicap

3 miles - Free-For-All, Flying Start

1	Louis Chevrolet	Fiat 90	0:02:51.8, 62.86 mph
2	Webb Jay	White Steamer 15-20	0:03:04.4
3	Charles Basle	Mercedes 90	Did not finish

N.B. - Races were started from different locations around the track to ensure that all races finished at the same place, hence races weren't a whole number of laps.

Dead Horse Hill, Worcester, MA

25th May 1905

FP	#	Driver	Car	Time
Gasoline Stock Cars, all prices				
1		M.Percival Whittall	Pierce-Arrow 24	0:03:15.4
2		George D.Webb	Columbia 35	0:03:46.0
Steam Stock Cars, all prices				
1		B.Holland	Stanley 10	0:01:38.0
2		F.B.Durbin	Stanley 10	0:01:41.0
3		Fred H.Marriott	Stanley 10	0:03:12.0
4		George Otis Draper	Stanley 8	0:03:29.4
Gasoline Stock Cars, up to $850				
1		George H.Kimball	Ford 10	0:03:26.2
2		Forest H.Peabody	Ford 10	0:03:31.0
3		S.G.Skinner	Oldsmobile 7	0:04:26.0
4		F.E.Wing	Queen 10	0:04:32.6
Gasoline Stock Cars, up to $1250				
1		H.L.Newton	Elmore 16	0:02:32.8
2		W.E.Eldridge	Buick 16	0:02:43.8
3		W.J.Lee	Jackson 18	0:02:58.6
4		Fred Pratt	Reo 16	0:03:22.4
5		George H.Kimball	Ford 10	0:03:30.2
6		Forest H.Peabody	Ford 12	0:03:43.8
7		F.E.Wing	Queen 10	0:04:04.8
8		Nat W.Custer	Stevens-Duryea 7	0:04:52.4
Gasoline Stock Cars, up to $2000				
1		Hiram P.Maxim	Columbia 18	0:02:45.8
2		Ralph Coburn	Stoddard-Dayton 15	0:03:03.2
3		George Soules	Pope-Hartford 16	0:03:30.2
4		Albert Dennison	Knox 14	0:03:44.0
5		Mr Corbin	Corbin 16	0:04:16.8
6		George H.Kimball	Ford 20	0:05:09.4
Gasoline Stock Cars, up to $3000				
1		J.F.Duryea	Stevens-Duryea 20	0:02:14.8
2		C.S.Henshaw	Thomas 40	0:02:22.6
3		J.D.Harrington	Thomas 40	0:02:30.8
4		A.R.Bangs	Franklin 20	0:02:52.0
Gasoline Stock Cars, up to $6000				
1		John Snow	Peerless 35	0:01:43.4

2	George Soules	Pope-Toledo 30	0:01:46.6
3	John Snow	Peerless 24	0:01:47.0
4	George Soules	Pope-Toledo 24	0:01:47.4
5	George Reed	Stearns 40	0:02:00.4
6	Eddie Bald	Columbia 35	0:02:07.2
7	Alfred Thomas	Pierce Arrow 28	0:02:10.0
8	A.S.Lee	Pope-Toledo 30	0:02:18.0
9	George D.Webb	Columbia 35	0:02:50.0

Cars from 1432-2204 pounds

1	A.L.Campbell	Mercedes	0:01:00.0
2	W.L.Hillard	Napier 60	0:01:16.0
3	George C.Cannon	Grout steamer 50	0:01:23.4
4	Arthur Adams	Pope-Toledo 30	0:01:46.4
5	Fred Nagel	Fiat 50	0:01:56.4
6	John Caswell	Columbia 35	0:01:58.4

Cars from 857-1432 pounds

1	Fred H.Marriott	Stanley 10	0:01:34.4
2	J.F.Duryea	Stevens-Duryea 20	0:01:42.4
3	F.F.Cameron	Cameron 16	0:01:42.4
4	Hiram Reynolds	Knox 14	0:02:01.6

Cars from 561 to 851 pounds

1	B.Holland	Stanley 10	0:01:24.4
2	F.B.Durbin	Stanley 10	0:01:25.2
3	F.F.Cameron	Cameron 16	0:01:47.4
4	F.H.Peabody	Ford 10	0:03:07.4

Cars over 2204 pounds

1	Eddie Bald	Columbia 35	0:01:49.0
2	George Reed	Stearns 40	0:01:49.2
3	C.S.Henshaw	Thomas 40	0:01:50.0
4	John Caswell	Columbia 35	0:01:54.4

Free-for-all

1	William L.Hilliard	Napier 60	0:01:12.6
2	George C.Cannon	Grout steamer 50	0:01:21.2
3	B.Holland	Stanley 10	0:01:23.0
4	F.B.Durbin	Stanley 10	0:01:25.2
5	Fred H.Marriott	Stanley 10	0:01:26.0
6	J.F.Duryea	Stevens-Duryea 20	0:01:36.0
7	F.F.Cameron	Cameron 16	0:01:41.0
8	Fred Nagel	Fiat 50	0:01:43.0
9	Hiram Reynolds	Knox 14	0:02:01.0
10	George Otis Draper	Stanley 8	0:04:15.4

The Mercedes with FTD came to grief on its final run – the spokes in its flywheel flew out and smashed the transmission, and the car had to be towed off course. Run by the Worcester Auto Club.

Harlem, Chicago, IL

27th-30th May 1905

FP	#	Driver	Car	Time

27th May: 5 miles - Interclub Thomas Trophy, Heat 1

1	Walter Christie	Christie 60	0:05:10
2	Carl Fisher	Pope-Toledo	5 laps

27th May: 3 miles - Touring Cars + 3 passengers, Heat 1

1	Charles Soules	Pope-Toledo 30	0:04:08.2, 43.51 mph
2	Jack Frey	Apperson	3 laps
3	Charles Coey	Thomas 40	3 laps

27th May: 3 miles - Touring Car + 3 passengers, Heat 2

1	Jerry Ellis	Apperson	0:04:40.0, 38.57 mph
2	Edgar Apperson	Apperson 40	3 laps
3	George Bird	Premier	3 laps

27th May: 5 miles - Stock Cars, 881-1432 pounds

1	W.F.Winchester	Franklin	0:06:16.8
2	Ray Harroun	Harroun Custom	0:06:21

27th May: 10 miles - Open

1	Webb Jay	White Steamer 20	0:11:36.6, 51.68 mph
2	Ollie Savin	Pope-Toledo	10 laps
3	Ray Harroun	Harroun Custom	10 laps

29th May: 5 miles - Cars, $2000 and under

1	Charles Coey	Thomas	0:06:45, 44.4 mph
2	Joseph McDuffie	Stoddard-Dayton	5 laps

29th May: 10 miles - Chicago Owners Handicap

1	Jerry Ellis	Apperson	0:13:21.4, 44.9 mph
2	H.M.Dailey	Pope-Toledo	10 laps

29th May: 5 miles - Challenge Race

1	Charles Coey	Thomas	0:06:22, 47.12 mph
2	Joseph McDuffie	Stoddard-Dayton	5 laps

30th May: 10 miles - Open, Heat 1

1	Webb Jay	White Steamer 15-20	0:10:45, 55.8 mph
2	Jesse Illingworth	Packard Gray Wolf	10 laps
3	Dan Canary	Thomas Flyer	10 laps

30th May: 10 miles - Open, Heat 2

1	Barney Oldfield	Peerless "Green Dragon"	0:10:30, 57.1 mph
2	Jerry Ellis	Apperson	0:10:40
3	Earl Kiser	Tincher	10 laps

30th May: 10 miles - Open, Final

1	Webb Jay	White Steamer 15-30	0:09:49.4, 61.08 mph
2	Barney Oldfield	Peerless "Green Dragon"	10 laps

30th May: 5 miles - Cars $2000 and under

1	Joseph McDuffie	Stoddard-Dayton 24	0:06:36.4, 45.41 mph
2	J.W.Hayden		5 laps

30th May: 5 miles - Match Race

1	Charles Coey	Thomas 40	0:06:16.4, 47.82 mph
2	Edgar Apperson	Apperson 40	5 laps

30th May: 5 miles - Interclub Thomas Trophy, Heat 2

1	Louis Chevrolet	Fiat 90	0:04:54.8, 61.06 mph
2	Webb Jay	White Steamer 15-20	0:04:58.0

30th May: 10 miles - Grand Handicap

1	Jesse Illingworth	Packard Gray Wolf 24	0:10:29
2	Earl Kiser	Tincher 60	10 laps

30th May: 5 miles - Special Event

1	Webb Jay	White Steamer 15	0:04:58, 60.40 mph
2	Louis Chevrolet	Fiat 90	5 laps

N.B. - The Interclub trophy was given by Dr Harold E.Thomas to the winner in competition between the Chicago and New York Auto Club's.

Yonkers, Empire City, NY

30th May 1905

FP	#	Driver	Car	Time

2 miles - Dealers Handicap, Heat 1

1	Alfred Comacho	Franklin 12	0:02:51, 42.1 mph
2	Frank Mellens	Wayne 16	0:03:18
3	Charles Carlson	Winton 24	2 laps

2 miles - Dealers Handicap, Heat 2

1	Teddy Goodman	National 24-30	0:02:47.6
2	William McIlvrid	Rotal 32-38	0:02:50.6
3	Montague Roberts	Thomas 40	2 laps

2 miles - Dealers Handicap, Final

1	Teddy Goodman	National 24-30	0:02:45.0, 43.64 mph
2	William McIlvrid	Royal 32-38	0:02:48.2
3	Alfred Comacho	Franklin 12	2 laps

5 miles - Diamond Cup, Free-For-All

1	Guy Vaughn	Decauville 40	0:05:21.2, 56.04 mph
2	Dan Wurgis	Reo 32	0:05:41.8
3	Charles Wridgway	Peerless 24	Did not finish

5 miles - Yonkers Cup

1	Dan Wurgis	Reo 32	0:05:39.6, 53.00 mph
2	Charles Wridgway	Peerless 24	0:05:45.2

3 miles - Touring Cars, $2500 and under

1	Teddy Goodman	National 24-30	0:04:50.4, 37.19 mph
2	Charles Carlson	Winton 24	0:05:14.4

3 miles - Cars weighing 881-1432 pounds

1	Dan Wurgis	Reo 32	0:03:20.8, 53.78 mph
2	Guy Vaughn	Decauville 40	0:03:21.0

5 miles - Empire Cup, Handicap, Heat 1

1	Alfred Comacho	Franklin 12	0:07:30.4	0:00 Handicap
2	Leland Mitchell	Decauville 12	5 laps	

5 miles - Empire Cup, Handicap, Heat 2

1	W.S.Howard	Ardsley 30	0:07:05.4	1:15 Handicap
2	Charles Wridgway	Peerless 24	5 laps	

5 miles - Empire Cup, Handicap, Final

1	W.S.Howard	Ardsley 30	0:07:00
2	Leland Mitchell	Decauville 12	5 laps
3	Alfred Comacho	Franklin 12	5 laps

N.B. - Vaughn attempted a 1000 mile record on the 29th May, but abandoned it after completing 504 miles due to tyre troubles and heavy rain. He had been 1h46m41 behind at 500 miles.

Emeryville, Oakland, CA

30th May 1905

FP	#	Driver	Car	Time

5 miles – Gentleman's Race

1		Richard Williams		0:07:30

Run under the auspices of the Reliance Athletic Club, this race was held as part of the Decoration Day events.

Hyde Park, MA

30th May 1905

FP	#	Driver	Car	Time

5 miles

1		Hiram Maxim	Columbia 18	0:07:30.0, 40.00 mph
2		Hiram M.Raymond	Knox 16	0:07:42.0

5 miles - Stock

1		Hiram Maxim	Columbia 18	0:07:23.0, 40.63 mph
2		Hiram M.Raymond	Knox 16	0:07:28.0

10 miles - Boston Herald Trophy

1	3	Charles Gorndt	Winton Bullet 80	0:11:06.0, 54.05 mph
2		William Hilliard	Napier 10	0:11:06.4

5 miles - Steam Vehicles

1		W.H.Marriott	Stanley Steamer 10	0:07:31.8, 39.84 mph
2		Frank Durbin	Stanley Steamer 10	5 laps

Marriott won a $200 silver loving cup. He was born in Highlandville on the 31st December 1872, and had spent his whole life in the same town at the parental home, having been educated at Needham.

5 miles - Stock, 4 Cylinders, less than 30 hp

1	Charles Soules	Pope-Toledo 30	0:05:59.6, 50.06 mph
2	J.T.Fisher	Pope-Toledo 30	5 laps

5 miles - Pursuit Race, Match

1	Charles Basle	Mercedes 90	0:04:45.0, 63.16 mph
2	3 Charles Gorndt	Winton Bullet 80	5 laps

5 miles - Stock, 4 Cylinders, 31-45 hp

1	Eddie Bald	Columbia 35	0:05:58.6, 50.19 mph
2	Charles Soules	Pope-Toledo 30	5 laps

5 miles - Pursuit Race, Match

1	William Hilliard	Napier 60	0:05:43.0, 52.48 mph
2	F.A.Nagle	Fiat 50	5 laps

5 miles - Club Championship

1	William Hilliard	Napier 60	0:05:38.0, 53.25 mph
2	George Reed	Stearns 40	5 laps

This was the first annual tournament of the Massachusetts Automobile Association.

Milwaukee, WI

2nd-3rd June 1905

FP	#	Driver	Car	Time

2nd June: 3 miles

- Augie Jones — 0:07:13.4
- William Jones

2nd June: 5 miles - 1 Minute Class Cars

1	Charles Soules	Pope-Toledo	0:05:38.4, 53.19 mph
2	Dan Canary	Thomas Tornado	5 laps
3	Charles A.Coey		

2nd June: 3 miles

- Arthur Gardiner — 0:05:43
- Harry Wade
- Clyde Leppe

2nd June: 3 miles - Cars, $2000 and under

1	Joseph McDuffie	Stoddard-Dayton	0:04:57.4, 36.31 mph
2	H.A.Zerbel	Merkel	3 laps

2nd June: 5 miles

- Orlando Weber — 0:08:45
- Harry Nelson

2nd June: 5 miles - Handicap

1	H.A.Zerbel	Merkel	0:08:47.0	2:30 handicap
2	Charles Coey	Thomas 50	0:06:17.4	0:00 handicap
3	Joseph McDuffie	Stoddard-Dayton		0:20 handicap

2nd June: 5 miles - Cream City Sweepstakes

1	Barney Oldfield	Peerless "Green Dragon"	0:04:59, 60.20 mph
2	Charles Soules	Pope-Toledo	0:05:12
3	Dan Canary	Thomas Flyer	5 laps

3rd June: 5 miles - Match Race

1	Charles Coey	Thomas 50	0:03:41.4
2	Jerry Ellis	Apperson 45	0:03:25.8

3rd June: 5 miles - Open

1	Charles Soules	Pope-Toledo	0:05:19.4, 56.36 mph
2	Dan Canary	Thomas Tornado	5 laps

3rd June: 3 miles - Open

1	Joseph McDuffie	Stoddard-Dayton	0:04:47.4, 37.58 mph
2	Merkel	Merkel	3 laps

3rd June: 5 miles - Handicap

1	Jerry Ellis	Apperson 45	3 laps

2	Charles Weber	Pope-Toledo	3 laps

3rd June: 5 miles - Open

1	Barney Oldfield	Peerless Green Dragon	0:04:58.0, 60.40 mph
2	Dan Canary	Thomas Tornado	5 laps

Morris Park, NY

10th June 1905

FP	#	Driver	Car	Time	
2.78 miles, 2 laps - Dealers Handicap					
1		Alfred Comacho	Franklin 12	0:04:24.0, 37.9 mph	
2		Hiram M.Raymond	Knox 14-16	0:04:48.2	
3		Frank Dunnell	Ford 10	2 laps	
1 mile - Flying Mile					
		Louis Chevrolet	Fiat 90	0:00:52.2, 68.9 mph	
4.17 miles, 3 laps - Match Race					
1		Montague Roberts	Thomas 40	0:04:44.0, 52.8 mph	
2		William McIlvrid	Royal 32-38	0:04:53.4	
5 miles, 3.6 laps - National Motor Car Championship					
1		Louis Chevrolet	Fiat 90	0:04:48.8, 62.3 mph	
2		Dan Wurgis	Reo 32	0:05:30.0	
3		Guy Vaughn	Decauville 40	2 laps/gasoline feed	
		Major C.J.S.Miller	Renault	Withdrawn	
4.17 miles, 3 laps - Middleweight Class					
1		Guy Vaughn	Decauville 40	0:04:24.2, 56.8 mph	
2		Dan Wurgis	Reo 32	0:05:24.4	
3		F.F.Cameron	Cameron 16	3 laps	
4.17 miles - Morris Park Handicap, Heat 1					
1		Dan Wurgis	Reo 32	0:05:26.2	0:40 Handicap
2		William McIlvrid	Royal 32-38	0:05:28.8	1:00 Handicap
3		Louis Chevrolet	Fiat 90	3 laps	0:00 Handicap
4		F.F.Cameron	Cameron 16	3 laps	
5			National 24-30	Out	
6			Cadillac 9	Out	
7		Alfred Comacho	Franklin 12	Out	
8			Penglot 18-23	Out	
4.17 miles - Morris Park Handicap, Heat 2					
1		Guy Vaughn	Decauville 40	0:05:23.8	0:35 Handicap
2		Charles Wridgway	Peerless 24	0:05:24.8	1:10 Handicap
3		Montague Roberts	Thomas 40	0:05:35.6	0:50 Handicap
4			Ardsley 30		
5		Frank Dunnell	Ford 10		
6			Locomobile 15		
7			Simplex 30		
4.17 miles - Morris Park Handicap, Final					
1		Charles Wridgway	Peerless 24	0:04:55.6	1:10 Handicap
2		Guy Vaughn	Decauville 40	0:05:08.6	0:30 Handicap
3		Louis Chevrolet	Fiat 90	0:05:09.0	0:00 Handicap
4		William McIlvrid	Royal 32-38	3 laps	
5		Dan Wurgis	Reo 32	3 laps	

Charter Oak, Hartford, CT

16th-17th June 1905

FP	#	Driver	Car	Time
16th June: 1 mile				
1		Louis Chevrolet	Fiat 90	0:01:03, 57.14 mph
2		Barney Oldfield	Peerless "Green Dragon"	0:01:05

16th June: 5 miles - Class B, 881-1432 pounds

1	Hiram M.Raymond	Knox 16	0:06:59.4, 42.92 mph
2	Frank Durbin	Stanley 10	5 laps

16th June: 3 miles – Special Race

1	Charles Soules		
2	George Soules		

George's front tyre burst, causing his car to somersault twice and land upside down. He managed to crawl out with only a broken nose.

16th June: 5 miles – Pursuit

1	Barney Oldfield	Peerless Green Dragon	
2	Louis Chevrolet	Fiat 90	broke down

16th June: 5 miles - Exhibition

	Barney Oldfield	Peerless Green Dragon	0:05:03.6, 59.29 mph

16th June: 5 miles - Stock Cars, $3000 and under

1	Charles Soules	Pope-Toledo 30	0:06:14.0, 48.13 mph
2	Eddie Bald	Columbia 35-40	5 laps

17th June: 5 miles - AAA National Championship

1	Barney Oldfield	Peerless "Green Dragon"	0:05:26.2, 55.18 mph
2	Montague Roberts	Thomas	5 laps
3	Louis Chevrolet	Fiat 90	Broken gears

17th June: 1 mile - Stock Runabouts, under $1000

1	L.H.Elmer	Rambler 16	0:01:48.01, 33.33 mph
2	R.M.Alexander	Pope-Hartford 10	1 lap

17th June: 1 mile - Stock Cars, $1000-$2000

1	Hiram M.Raymond	Knox 16	0:01:24.6, 42.55 mph
2	Al Denison	Knox 16	1 lap

17th June: 5 miles - Stock Cars, 1432-2204 pounds

1	Barney Oldfield	Peerless Green Dragon	0:05:26.2, 55.18 mph
2	Montague Roberts	Thomas 60	5 laps

17th June: 1 mile - Stock Cars, $2000-$3000

1	Peter Thompson	Thomas 40	0:01:44.2, 34.55 mph
2	C.S.Henshaw	Thomas 40	1 lap

17th June: 5 miles - Free-For-All

1	Eddie Bald	Columbia 35-40	5 laps

17th June: 5 miles - Charter Oak Handicap

1	Hiram M.Raymond	Knox 16	0:07:35.0
2	C.S.Henshaw	Thomas 40	5 laps
R	Eddie Bald		4 laps/broke steering

Yonkers, Empire City, NY

24th June 1905

FP	#	Driver	Car	Time

1000 mile - Record Attempt

		Guy Vaughn	Decauville 40	23:33:20

N.B. - Vaughn continued for 24 hours, completing 1015.2 miles. Broke existing record of Charles Wridgway by 2:16:41, set at Brighton Beach May 6.

Yonkers, Empire City, NY

26th June 1905

FP	#	Driver	Car	Time

5 miles – Match Race, Heat 1

1	Louis Chevrolet	Fiat 90	0:04:41

2	Barney Oldfield	Peerless 60	3 laps/ignition	

10 miles – Match Race, Heat 2

1	Barney Oldfield	Peerless 60	0:09:28	
2	Louis Chevrolet	Fiat 90	0:09:28.6	

10 miles – Match Race, Heat 3

1	Louis Chevrolet	Fiat 90	0:09:30.6	
2	Barney Oldfield	Peerless 60	0:09:32.2	

2 miles – Dealers' Handicap

1	A.F.Comacho	Franklin 12	0:02:25.6	1600 ft handicap
2	M.Roberts	Thomas 40	0:02:36	500 ft handicap
R	F.F.Cameron	Cameron 16	DNF	

$3500 cars were on scratch, and other cars were allowed 100 feet for each $100 less in price.

5 miles – Free-for-All, Empire Handicap

1	Montague Roberts	Thomas 60	0:07:13	0:40 Handicap
2	Charles G.Wridgeway	Peerless 24		0:55 Handicap
3	Paul Sartori	Fiat 90		scratch
		Richard Brazier 24		
		Franklin 12		
		Fiat 12		

5 miles – Special Race

1	F.F.Cameron	Cameron 16	0:06:11.0	
2	E.Parker	Fiat 12	0:06:37.6	
3	Alfred F.Comacho	Franklin 12	0:07:02.2	

5 miles – AAA National Championship, Heat 1

1	Webb Jay	White steamer	0:04:58	
2	Paul Satori	Fiat 90	0:05:00	

5 miles – AAA National Championship, Heat 2

1	Louis Chevrolet	Fiat 90	5 laps	
2	Montague Roberts	Thomas 60	tyre trouble	

10 miles – AAA National Championship, Final

1	Louis Chevrolet	Fiat 90	10 laps	
2	Webb Jay	White Steamer	3 laps/engine	

$2000 Match Race

1	Louis Chevrolet	Fiat 90		
2	Barney Oldfield	Peerless Green Dragon		

Riverside Hill, MN

26th June 1905 – Minneapolis, Hillclimb

FP	#	Driver	Car	Time	

2 miles – Dealers' Handicap

1	A.F.Camacho	Franklin 12	0:02:25.6	1600 ft
2	Mortimer Roberts	Thomas 40		500 ft

5 miles - Special

Brunots Island, PA

28th-29th June 1905

FP	#	Driver	Car	Time

28th June: 5 mile - AAA National Championship

1		Barney Oldfield	Peerless "Green Dragon"	0:04:50, 62.07 mph
2		Louis Chevrolet	Fiat 90	0:04:55

28th June: 5 miles - AAA National Championship, Heat 1

1	3	Earl Kiser	Winton Bullet	0:04:44, 63.38 mph
2		Louis Chevrolet	Fiat 90	0:04:51

28th June: 5 miles - AAA National Championship, Heat 2

1	Barney Oldfield	Peerless "Green Dragon"	0:04:50.2, 62.00 mph
2	3 Earl Kiser	Winton Bullet	0 laps/broke down

28th June: 10 miles - Free-For-All

1	Louis Chevrolet	Fiat 90	0:10:00, 60.00 mph
2	Barney Oldfield	Peerless "Green Dragon"	0:10:12

28th June: 5 miles - Stock, 22 hp and under

1	W.F.Winchester	Franklin 12	0:08:37.4, 34.79 mph
2	Leonard Gardner	Franklin 12	5 laps

28th June: 5 miles - Stock, 28 hp and under

1	D.P.Collins	Peerless 24	0:06:44.4, 44.51 mph
2	F.Hodges	Pierce 24	5 laps

28th June: 10 miles - Stock, 30 hp and under

1	D.P.Collins	Peerless 24	0:12:32.4, 47.85 mph
2	F.Hodges	Pierce 24	10 laps

28th June: 5 miles - Handicap

1	W.F.Winchester	Franklin 12	0:06:03.6, 49.50 mph
2	Charles Soules	Pope-Toledo 30	5 laps

29th June: 2 miles - Stock Gasoline, 22 hp and under

1	W.F.Winchester	Franklin 12	0:03:22.0, 35.64 mph
2	Leonard Gardner	Franklin 12	2 laps

29th June: 10 miles - Stock, 28 hp and under

1	D.P.Collins	Peerless 24	0:13:43.6, 43.71 mph
2	F.Hodges	Pierce 24	10 laps

29th June: 10 miles - AAA National Championship

1	Louis Chevrolet	Fiat 90	0:09:53.4, 60.67 mph
2	Barney Oldfield	Peerless Green Dragon 60	10 laps
NS	Earl Kiser	Winton Bullet	Damage from day before

29th June: 5 miles - Stock, 36 hp and under

1	Charles Soules	Pope-Toledo 30	0:06:34.6, 45.61 mph
2	E.Hans	Pierce 28-32	5 laps

29th June: 5 miles - Handicap

1	Charles Soules	Pope-Toledo 30	0:06:34.6, 45.61 mph
2	W.F.Winchester	Franklin 12	5 laps

29th June: 3 miles - Handicap

1	W.F.Winchester	Franklin 12	0:05:51.4	0:20 Handicap
2	F.Hodges	Pierce 24	3 laps	0:25 Handicap

29th June: 5 miles - Free-For-All

1	Louis Chevrolet	Fiat 90	0:05:12.0, 57.69 mph
2	Barney Oldfield	Peerless Green Dragon 60	Did not finish

29th June: 3 miles - Exhibition

	Charles Soules	Pope-Toledo 30	0:03:26.0, 52.43 mph

Chicago-St Paul Tour

31st June-4th July 1905

The tour suffered from very heavy rainstorms, which made the going very wet and muddy. Walter C.White, driving one of his steam cars, was the first to reach St Paul having left Chicago 24 hours after everyone else. He overtook everyone by Dubuque.

Harry Cairns, the driver for L.E.Myers, was seriously injured near Charles City in Iowa. The car, which also contained Mrs Meyers and Dr L.E.Evans, left the road and went down a fifteen-foot ditch, turning over and landing with the wheels up.

F.M.Crellman and his driver had followed Myers and Cairns very closely since leaving Dubuque in the morning. However, when near Independence Myers' car hit an incline and slowed considerably. Crellman's driver couldn't slow quickly enough, and hit the rear of Myers' car, smashing his radiator. Crellman managed to continue, although at a much reduced pace.

Arthur Gardner was driving the pilot car, but it was badly damaged, suffering from a twisted left front wheel, and with the ball bearings cutting through the axle spindle. On reaching Charles City he wired Minneapolis for a new spindle, but was delayed from continuing.

Other known entrants:
C.R.Missner, W.E.Huey & H.H.Sheridan
Miss Andrews, Miss Luella Couley, J.S.Patterson, L.E.Finch
Dr W.W.Tarr
J.V.Lambert, V.E.Adland

Reno Fairgrounds, AZ

2nd July 1905 – 2 miles

FP	#	Driver	Car	Time
1		Robert L.Douglass	Pope 24 hp	
1		Charles T.Short		

Douglass won by half a mile. The race was an exhibition as part of a meeting organised by the Reno Wheelmen's Club, a bicycle racing club.

Driving Park, Columbus, OH

3rd July 1905 - 24 hour race.

FP	#	Driver	Car	Time
1		Charles Soules	Pope-Toledo	837 laps, 34.8 mph
2		Lee Frayer	Frayer-Miller	729 laps, 30.3 mph
R		Baltinger	Peerless	240 laps/spin

5 miles - Exhibition

		Barney Oldfield		0:04:56.5

A $500 silver trophy was awarded to the winner, and to allow 24 hour racing, a series of electric lights were put up around the circuit. On lap of the 24 hour race 701, Soules blew a tyre and hit a fence. He fitted a new radiator and left front tyre, and continued. According to pre-race reports, Edward Born, Louis Hoster, Oscar Lear, Dr Taylor, John S.Johnson and Charlie Firestone were all entrants for the 24 hour race. In addition to this, there was to be a $2000 Columbus Motor Derby, featuring Barney Oldfield, Earl Kiser in a Winton Bullet, Dan Cunory (the Chicago champion) in a Tornado, Charlie Burman in his "Blue Streak", C.A.Coey, and Harry Croninger in a Stoddard.

Morris Park, NY

3rd-4th July 1905

FP	#	Driver	Car	Time	
3rd July: 1.39 miles - Novice Handicap					
1		Edward Parker	Fiat Jr 24	0:01:38.6	0:00 Handicap
2		Frank Leland	Stevens-Duryea 7	0:02:47.0	0:45 Handicap
3rd July: 4.17 miles – Tourist Novelty Race					
1		W.W.Swan	Decauville 12	0:08:43	
DSQ		A.I.Kull	Wayne 16		

Kull finished 1st, but was disqualified for not stopping at a certain point.

3rd July: 5.56 miles, 4 laps - Heavyweight Championship				
1		Webb Jay	White Steamer 15-20	0:05:01, 65.3 mph
2		Louis Chevrolet	Fiat 90	0:05:20
3		Montague Roberts	Thomas 60	3 laps/Broken wheel
4		Paul Sartori	Fiat 90	accident/hit turn 3 wall

Sartori severely injured a young boy called Joseph Hollahan, who was standing behing a fence post which Sartori hit. Roberts threw a tyre, breaking the wheel and causing the car to overturn. Roberts suffered three fractured ribs.

3rd July: 5.56 miles, 4 laps - Interclub Trophy, Heat 1

1	Webb Jay	White Steamer 15-20	0:05:55.8, 55.24 mph	
2	Walter Christie	Christie 120	1 lap/Blew tyre	

3rd July: 4.17 miles - Pursuit Race

1	Guy Vaughn	Decauville 40	0:05:21	
2	Eddie Bald	Columbia 35-40	3 laps	

3rd July: 5.56 miles, 4 laps - Diamond Cup

1	Webb Jay	White Steamer 15-20	0:05:06.8, 64.07 mph	
2	Louis Chevrolet	Fiat 90	0:05:18.2	

3rd July: 5.56 miles, 4 laps - Bronx Handicap, Heat 1

1	Alfred Comacho	Franklin 12	0:07:30.6	2:30 Handicap
2	Frank Leland	Stevens-Duryea 7	0:10:30	5:00 Handicap
3	Edward Parker	Fiat Jr 24	0:05:49	0:00 Handicap

3rd July: 5.56 miles, 4 laps - Bronx Handicap, Heat 2

1	Deacon Holmes	Wayne 24	0:08:25.8	4:30 Handicap
2	Leland Mitchell	Decauville 12	0:07:34.6	2:30 Handicap
3	Guy Vaughn	Decauville 40	Did not finish	
4	G.E.Franquist	Simplex 30	Did not finish	

3rd July: 5.56 miles, 4 laps - Bronx Handicap, Final

1	Alfred Comacho	Franklin 12	0:07:11.8	0:00 Handicap
2	Frank Leland	Stevens-Duryea 7	0:10:22.4	8:00 Handicap

3rd July: 1 mile - Record Attempt

	Walter Christie	Christie 120	0:00:52.2, 68.97 mph	

4th July: 4.17 miles, 3 laps - Middleweight Championship

1	Edward Parker	Fiat Jr 24	0:04:10.4, 59.95 mph	
2	Guy Vaughn	Decauville 40	0:04:16.2	

4th July: 4.17 miles, 3 laps - Cracker Handicap

1	G.E.Franquist	Simplex 30	0:07:22	0:30 Handicap
2	Guy Vaughn	Decauville 40	0:07:55	0:00 Handicap
3	Frank Leland	Stevens-Duryea 7	0:08:06	3:30 Handicap
4	Eddie Bald	Columbia 35-40	Did not finish	
5	Alfred Comacho	Franklin 12	Did not finish	
6	Charles Wridgway	Peerless 24	Did not finish	

4th July: 1.39 mile – AAA National Championship

1	Webb Jay	White Steamer 15-20	0:01:43.6, 34.75 mph	
2	Louis Chevrolet	Fiat 90	DNS, cracked cylinder	

4th July: 1 mile - Record Attempt

1	Webb Jay	White Steamer 15-20	0:00:48.8, 73.77 mph	
2	Edward Parker	Fiat Jr 24	0:00:55.8	
3	Guy Vaughn	Decauville 40	0:00:58.2	
4	Alfred Comacho	Franklin 12	0:01:15.6	

4th July: 5.56 miles, 4 laps - Interclub Trophy, Heat 2

1	Walter Christie	Christie 120	0:05:14.8, 62.44 mph	
2	Webb Jay	White Steamer 15-20	0:05:23.8	

4th July: 5.56 miles, 4 laps - Interclub Trophy, Final

1	Webb Jay	White Steamer 15-20	0:05:28.2, 59.89 mph	
2	Walter Christie	Christie 120	0:05:41.8	

Dan Wurgis crashed when practicing before the races on the 3rd July. His car, the Red Bird, suffered a tyre blow-out, causing the car to crash into the fence and tear away twenty feet of railing before overturning. Wurgis only suffered cuts and bruising.

Marion Fairgrounds, OH

4th July 1905 – 0.5 mile dirt oval

FP	#	Driver	Car	Time

1 mile – Exhibition

		Hugh Hinds		0:01:14, 48.6 mph

5 miles (0.5 miles x 10 laps)

1		Hugh Hinds		0:12:00, 25.0 mph
1		Clyde Dunn		

Hugh Hinds was a local chauffeur who was driving a car belonging to Hiram Noyes. The five mile auto race was billed as the big event in the local program, and although the timekeeper claimed that the five miles were completed in 12 minutes, most spectators said that it was far longer. Both drivers did the first 4½ miles at a slow speed, passing each other now and then and darting forward. However, in the last half mile both floored the accelerator and raced the last mile, Hinds winning easily. The speed with which Hinds completed the exhibition compared to the speed of the five mile race tells its own story….

Beloit, WI

4th July 1905

FP	#	Driver	Car	Time
5 miles				
1			Rambler	0:08:52.4
2			Pope-Toledo	
3 miles – Two Cylinder Cars, Challenge Cup				
1		J.F.Duel		0:06:18
2		D.P.Cutler		
1 mile – Single Cylinder Cars				
1		Duncan Rogers		0:02:34.8
3 miles – Touring Cars				
1		Harry Vale	Rambler	

Have to carry four passengers, unloading them in the first and second miles.

10 miles – Handicap				
1		Harry Vale	Rambler	

Run by the Rockford Automobile Club.

Oelwein, IA

4th July 1905 – Street circuit

FP	#	Driver	Car	Time
1		West Bloom		

There were two entries in the race, Bloom winning $10.

Rock Valley, IA

4th July 1905 – Dirt oval

FP	#	Driver	Car	Time
3 miles				
1		Dr Jongewaard		
2		George Kessles		
R		Burton Walroth		1 lap

Part of the 4th July celebrations.

Hamline, Minneapolis, MN

8th-10th July 1905

FP	#	Driver	Car	Time

8th July: 3 miles – Novelty Race
For fully equipped touring cars, three passengers to dismount at the end of each mile. It was won by a car entered by Barney Oldfield in 6m12s.

8th July: 10 miles - New York-Chicago-St.Paul Championship

1	2 Earl Kiser	Winton Bullet	0:10:33
2	Webb Jay	White Steamer 15-20	0:10:45
3	Louis Chevrolet	Fiat 90	3 laps/out

Webb Jay had been leading until he ran out of steam on the final lap.

8th July: 5 miles – Handicap for cars which took part to tour from Chicago

1	E.F.Schefler		0:08:25.4	50s handicap
2	Dr A.C.Lee			1m00s handicap

8th July: 5 miles - Twin City Challenge Cup

1	2 Earl Kiser	Winton Bullet	0:05:11
2	Charles Meyer		3 laps/Out

8th July: 5 miles - Exhibition

1	Barney Oldfield	Peerless "Green Dragon"	0:04:43.0, 63.60 mph
2	2 Earl Kiser	Winton Bullet	0:04:44.6

8th July: 1 mile - Record Attempt

1	Barney Oldfield	Peerless "Green Dragon"	0:00:56.8, 63.38 mph

8th July: 5 miles - Open

1	2 Earl Kiser	Winton Bullet	0:04:44.0, 63.38 mph
2	Barney Oldfield	Peerless "Green Dragon"	0:04:51.0
3	Louis Chevrolet	Fiat 90	5 laps

8th July: 3 miles

1	Barney Oldfield	Peerless "Green Dragon"	0:05:48, 51.72 mph
2	2 Earl Kiser	Winton Bullet	0:05:55

8th July: 5 miles – Free-For-All, Heat 1

1	2 Earl Kiser	Winton Bullet	0:05:51, 51.28 mph
2	Barney Oldfield	Peerless "Green Dragon"	0:05:59

8th July: 10 miles

1	2 Earl Kiser	Winton Bullet	0:10:18, 58.25 mph
2	Webb Jay	White Steamer	0:10:28
3	Louis Chevrolet	Fiat 90	10 laps

8th July: 3 miles - Cars 1432 pounds and under

1	J.Stinson		0:04:35, 39.27 mph
2	Charles Joy		3 laps

8th July: 5 miles - Stock Cars

1	Charles Coey		0:06:10, 48.65 mph
2	Dick Ferris		5 laps

8th July: 5 miles - Invitational

1	2 Earl Kiser	Winton Bullet	0:05:35, 53.73 mph
2	Meyers		5 laps

8th July: 5 miles - Free-For-All, Heat 2

1	Charles Joy		0:04:46.4, 62.85 mph
2	Louis Chevrolet	Fiat 90	5 laps

10th July: 5 miles – Special Race

1	Barney Oldfield	Peerless Green Dragon	05:08.8
2	Louis Chevrolet	Fiat 90	3 miles/retired

Drivers started from opposite sides of the track.

10th July: 2 miles – Novelty race for women drivers

1	Mrs F.Losewick		0:03:24.2
2	Mrs C.A.Fawkes		

10th July: 5 miles – Tri-City Championship Final

1	2 Earl Kiser	Winton Bullet	0:04:58.5
2	Louis Chevrolet	Fiat 90	

10th July: 3 miles - Invitational, Minnesota Cars

1	Charles Joy		0:04:13.6, 42.59 mph
2	J.Simpson		3 laps

10th July: ? miles – Touring Cars carrying three passengers, handicap

1	Louis Hill		0:07:08.5
2	Barney Oldfield		

10th July: 3 miles - Final, Manufacturer's Race

1	Charles Joy		0:04:07.0, 43.72 mph
2	Henry Pence		3 laps

10th July: 3 miles - Final, Cars 1432 pounds and under

1	Charles Coey		0:03:36.0, 50.00 mph
2	Henry Pence		3 laps

10th July: 5 miles - Invitational

1	2 Earl Kiser	Winton Bullet	0:05:22.2, 55.87 mph
2	Victor Stromquist		5 laps

10th July: 5 miles - Open, Handicap

1	A.D.Huffan		0:07:00, 42.86 mph
2	Victor Stromquist		5 laps

10th July: 5 miles – Free-For-All, Heat 3

1	Barney Oldfield	Peerless Green Dragon	0:05:00.2
2	Louis Chevrolet	Fiat 90	

10th July: 5 miles - Free-For-All, Final

1	2 Earl Kiser	Winton Bullet	0:04:51.0, 61.86 mph
2	Barney Oldfield	Peerless Green Dragon	5 laps

10th July: 1 mile - Dash

1	Barney Oldfield	Peerless Green Dragon	0:00:55.0, 65.45 mph
2	2 Earl Kiser	Winton Bullet	0:00:56.8

Both Charles Meyer and M.A.Clarke hit the fence at the second turn, knocking it down but not causing any injuries.

II Glidden Tour of the American Automobile Association

11th-22nd July 1905 – New York-Mount Washington-New York : 1000 miles

A long distance pleasure trip, the Glidden Tour was more akin to a rally than a race. It took place over several days, following a route from New York to Mount Washington and then back to New York, with several rest days.

What follows is a description of the route, and events which took place.

Tuesday 11th July – New York-Hartford, via New Haven.
Started from the Automobile Club of America in Fifth Avenue. There were 33 starters. Note that people who were not competitors joined and left the tour at various times.
Mrs Cuneo swerved to avoid a collision with a gasoline car on a small bridge over a stream. She went off the edge of the bridge and into the stream, and all four occupants were thrown out (herself, Mr Cuneo, Louis Disbrow and his sister Grace). No-one was injured, and they managed to get the car out and continue. The problem was caused by road works – workmen shouted to Harlan Whipple, the driver of the gasoline car, that a charge of powder was about to be fired, so he stopped and backed up quickly. Mrs Cuneo was close behind, and although she shut off power, the car had too much momentum so she tried to dive past on the left – her hub struck the railing and tore it away, before the car toppled over the edge. The only real damage was a broken condenser and a bent tonneau.

Wednesday 12th July – Hartford-Boston, via Springfield and Worcester

Thursday 13th July – Boston-Portsmouth

Friday 14th July – Portsmouth-Bretton Woods

Saturday 15th-Tuesday 18th – Rest days while Mount Washington hillclimb is run.

It was announced that when the tourists returned to New York, a large number of them were to be stopped in Leicester by Constable James A.Quinn, who had a number of summonses for their appearance in court on charges of speeding. On their first pass through the town Constable Quinn timed them, and secured the summonses by the 16th for eleven motorists, and was seeking summonses for eleven more. The summonses granted were against W.C.Temple, Carl H.Page, Charles J.Edwards, Benjamin Briscoe, Mrs John Newton Cuneo, Robert Lee Morrell, Ezra H.Fitch, Florence S.Carr, Reginald Washburn and Roland H.Sherman.

Thursday 20th July – E.H.Cutler's car collided with a lumber team near Merrimack, NH. The chauffeur, A.E.Denman, was thrown out and fractured two toes on his right foot. The car was repaired in town, and continued.

Saturday 22nd July – It was thought that Walter White would be disqualified for failing to weigh in at Portsmouth, and he arrived at the end long before the others.

Percy Pierce was awarded the $2000 Glidden Cup. Seven White cars made perfect scores as well as Pierce, plus one other.

Known drivers on event:

Car #	Driver	Car	Comment
	Eddie Bald		
18	Benjamin Briscoe	Maxwell	
12	A.W.Church	Decauville	
41	Ralph Coburn	Maxwell	
22	Mrs J.M.Cuneo	White Steamer	Broke down near Lenox, MA, 21st July.
35	E.H.Cutler	Knox	
10	George Otis Draper	Packard	
	C.Jerome Edwards	Cadillac	Owned by Edwards, driven by Mr Rorke.
36	W.N.Epping	White	
	E.A.Filmore	Rambler	
34	Ezra H.Fitch	White	
	Harry Fosdick	Ranier	Also had his wife and Mr & Mrs J.A.Dowling in the car.
24	E.A.Gilmore	Rambler	
	Grant		
	S.F.Hutchinson	Panhard	
42	C.W.Kelsey	Maxwell	
27	John O.Kerrison	Cadillac	
	W.A.Lamson	White	
	Hiram P.Maxim		
19	J.D.Maxwell	Maxwell	
28	Julius Mehlig		
27	Robert Lee Morrill	Locomobile	
	Murch	Cadillac	
30	R.E.Olds	Oldsmobile	
	Ralph Osborn	Maxwell	
31	R.M.Owen	Reo	
8	Carl Page	White	
14	Percy P.Pierce	Pierce	
17	Albert L.Pope	Pope-Toledo	
15	Harold L.Pope	Pope-Trilame	
6	Augustus Post	White	
28	Samuel B.Stevens	Darracq	
2	W.C.Temple	Pierce	
	W.H.Titch		
30	George H.Tyrrell	White	
	Hugh Thomas		Stopped in New Britain, 11th July, as wife taken ill.
16	C.E.Walker	Pope-Hartford	
2	Harlan W.Whipple	Peerless	
26	Walter C.White	White Steamer	
28	Edwin H.Woods	Napier	

Mount Washington, NH

17th July 1905 – 8 mile Hillclimb

FP	#	Driver	Car	Time
$650 and under				
1		F.E.Parker	Oldsmobile 6 hp	0:56:10.4
2		Charles P.Adams	Oldsmobile 6 hp	1:00:20.4
3		S.G.Skinner	Oldsmobile 6 hp	1:01:28.2
$650-$1000				
1		Bert Holland	Stanley Steamer 10 hp	0:31:06.8
2		F.H.Peabody	Marion	1:55:27
3		R.S.Crawford	Crawford 10 hp	3:04:34

$1000-$2000

1	R.E.Owens	Reo	0:52:35.4
2	C.Kelsey	Maxwell 16 hp	1:00:27.0
3	Hiram P.Maxim	Columbia 18 hp	1:07:14.0

The Maxwell people protested the Reo for making the run without a tonneau.

$3000-$4500

1	Charles Soules	Pope-Toledo 30 hp	0:20:37.4
2	Percy Pierce	Pierce	0:38:45.0
3	Webb Jay	White Steamer 10 hp	0:41:35.2

The climb was labelled "The Climb to the Clouds", and indeed the final four miles ran within them.

Mount Washington, NH

18th July 1905 – 8 mile hillclimb

FP	#	Driver	Car	Time
$2000-$3000				
1		Webb Jay	White 10	0:39:01
Over $4500				
1		H.A.Valentine	Richard Brazier 50	0:20:38.4
Cars 551-881 lbs				
1		Bert Holland	Stanley 10	0:30:34.6
2		F.F.Cameron	Cameron 16	1:03:34.4
Cars 881-1432 lbs				
1		F.E.Stanley	Stanley 15	0:29:17.4
2		C.W.Kelsey	Maxwell 8	0:51:41.6
Cars 1432-2204 lbs				
1		Webb Jay	White 10	0:33:32.4
Free-for-all				
1		William H.Hilliard	Naper 40-60	0:20:58.4
2		Bert Holland	Stanley 15	0:32:17.6
Cars, any weight, cylinder fired, gasoline				
1		George Soules	Pope-Toledo 45	0:47:24.8
Two cylinder class, gasoline				
1		H.Weisser	Buick 22	0:36:35.8

Benton Harbor Driving Park, MI

18th July 1905 – ½ mile dirt oval

FP	#	Driver	Car	Time
2 miles – Heat 1				
1		Fred Allen	Red Devil	0:02:38
R		Will Overburff	Ghost	accident

Overburff skidded and hit the fence after a tyre became loose on the rim, overturning. He escaped unhurt, but the car was too damaged to continue. Just before the accident Overburff had recorded a mile in 1m18.

2 miles – Heat 2				
1		Fred Allen	Red Devil	0:02:42
2 miles – Heat 3				
1		Fred Allen	Red Devil	0:02:41
2 miles – Exhibition				
1		Fred Allen	Red Devil	0:02:43
2		Will Overburff	Red Devil	0:02:44

Race – Local Drivers

1	George W.Schneider
	Ed Beckley
	John Downing

The race was organised by G.D.Stuart, and run under the auspices of The Elks of Benton Harbor and New York.
Stuart and his two drivers had been touring the area. They had previously been to Kalamazoo, MI, where Overburff completed a mile in 1m00.5 on the mile oval in "The Ghost" – the "Red Devil" didn't compete due to an accident. They also visited Flint, MI, where they set a mile time of 1m16 on the half-mile oval. The dates of these races are unknown, and it isn't known if there were any other races held at these events.
Stuart stated that he would repair "The Ghost" immediately, as his cars were to race at Muskogen, MI on the 23rd July. No details are known about this event either.

Cape May, NJ

29th July 1905

FP	# Driver	Car	Time
0.5 miles - Touring Cars, 20 hp and under			
1	William Longstretch	Maxwell 16	0:01:50.8
2	Charles Swain	Winton 16-20	1 lap
0.5 miles - Touring Cars, 30 hp and under			
1	G.B.Fletcher	Packard 28	0:01:20.2
2	Walter Dubree	National 24-30	0:01:26.0
0.5 miles - Touring Cars, 40 hp and under			
1	Charles Swain	Winton 40	0:01:17.2
2	J.A.Depew	Winton 40	0:01:22.0
0.5 miles - Touring Cars, 20 hp and under			
1	T.E.Swayne	Elmore 16-20	0:01:35.4
2	Charles Swain	Winton 16-20	0:01:42.0
0.5 miles - Touring Cars, 30 hp and under			
1	Walter Dubree	Winton 40	0:01:37.8
2	G.B.Fletcher	Packard 28	1 lap
0.5 miles - Touring Cars, 40 hp and under			
1	Charles Swain	Winton 40	0:01:22.8
2	J.A.Depew	Winton 40	1 lap
0.5 miles - Touring Cars, 10 hp and under			
1	H.A.Wilson	Cadillac 10	0:02:03.0
2	C.C.Martin	Cadillac 10	1 lap
0.5 miles x 3 laps - Special Vehicles			
	Walter Christie	Christie 120	0:00:45.8
	Walter Christie	Christie 120	0:00:42.4
	Walter Christie	Christie 120	0:00:38.4
0.5 miles - Winton Cars, 40 hp and under			
	Charles Swain	Winton 40	0:01:23.2
0.5 miles - Cadillac Cars, 10 hp and under			
	C.C.Martin	Cadillac 10	0:02:05.2
0.5 miles - Maxwell Cars, 16 hp and under			
	William Longstretch	Maxwell 16	0:02:04.4

Toledo Fairgrounds, OH

30th July 1905 – ½ mile dirt oval

FP	# Driver	Car	Time
3 miles (0.5 miles x 6 laps): Match Race for $1000, Heat 1			
1	Barney Oldfield		0:03:49.0
2	Earl Kiser		0:03:49.2

Kiser's axle broke at the finish of this race, so the other two planned heats were cancelled. Oldfield set a mile record of 1m11.6 during the last mile of this race.

1 mile (0.5 miles x 2 laps) – Exhibition Time Trial

	Barney Oldfield		0:01:12.0
	Charles Soules	30 hp	0:01:17.4

Oldfield beat his mile record for a ½ mile track from 1904 of 1m13.8 set at Omaha. Soules broke the same record for 30 horse power machine, beating the previous best of 1m24.4.

Grosse Pointe, MI

7th-11th August 1905

FP	#	Driver	Car	Time
7th August: 5 miles - Vehicles under 1432 pounds				
1		Dan Wurgis	Reo 5	0:05:40.2, 52.91 mph
2		Charles Soules	Pope-Toledo	5 laps
7th August: 5 miles - Vehicles under $1500				
1		E.F.Schoeffler	Jackson	0:07:31.0, 39.91 mph
2		G.Breed	Buick	5 laps
7th August: 5 miles				
1		Webb Jay	White	0:05:15.8, 57.00 mph
2		Dan Wurgis	Reo	5 laps
7th August: 5 miles - Stock, Touring Cars				
1		Charles Burman	Peerless	0:05:15.4, 57.07 mph
2		Charles Soules	Pope-Toledo	5 laps
7th August: 10 miles - Open				
1		Webb Jay	White Steamer 15	0:09:36.6, 62.43 mph
2		Barney Oldfield	Peerless Green Dragon	10 laps
8th August: 5 miles - Diamond Cup				
1		Webb Jay	White Steamer	0:04:52.8, 61.64 mph
R		Barney Oldfield	Peerless "Green Dragon"	Accident/through fence
R		Dan Wurgis	Reo	Accident/through fence

Barney Oldfield and Dan Wurgis collided and went through the fence ¾ of a mile around the circuit in this race, the first heat of the five-mile open, Oldfield sustaining several severe scalp wounds and a badly cut arm (Wurgis was uninjured).

8th August: 5 miles – AAA National Championship				
1		Webb Jay	White Steamer	0:05:21, 56.07 mph
2		Charles Burman	Peerless	0:05:28
		Barney Oldfield	Peerless "Green Dragon"	3 laps/accident
		Dan Wurgis	Reo	3 laps/accident
8th August: 5 miles - Vehicles under 1432 pounds				
1		Dan Wurgis	Reo	0:05:28.8, 57.74 mph
2		Charles Soules	Pope-Toledo	5 laps
8th August: 5 miles - Vehicles under $1500				
1		G.Breed	Buick	0:08:11.4, 36.63 mph
8th August: 5 miles - Stock, Stripped Touring Cars				
1		Charles Soules	Pope-Toledo	0:05:49.4, 51.52 mph
2		Fred Tone	Marion	5 laps
11th August: 3 miles - Diamond Rubber Cup				
1		Webb Jay	White Steamer	0:04:52, 36.99 mph
2		Barney Oldfield	Peerless "Green Dragon"	0:04:59

The races had been due to start on the 5th August, but had to be postponed twice due to rain.

Glenville Driving Track, OH

12th-14th August 1905

FP	#	Driver	Car	Time
12th August: 5 miles - Cars less than 1433 pounds				
1		Herbert Lytle	Pope-Toledo	0:05:18.4, 56.53 mph
2		Dan Wurgis	Reo	5 laps
12th August: 5 miles - Diamond Cup				
1		Webb Jay	White Steamer	0:05:16.0, 56.90 mph
2		Charles Burman	Peerless	0:05:22.0
3		Herbert Lytle	Pope-Toledo	5 laps
12th August: 5 miles - Stripped Touring Cars				
1		Herbert Lytle	Pope-Toledo	0:04:50.8, 61.90 mph
2		Robert Jardine	Royal	5 laps
3		George Salzman	Thomas	5 laps

Lytle's car was protested by the others for being a full race car rather than a stripped touring car. The matter was referred to the American Automobile Association for a decision.

12th August: 5 miles - Stock cars $2000 and under				
1		W.L.Marr	Buick	0:07:25.6, 40.40 mph
2		R.E.Hawkins	Garth	5 laps
3		Ralph Owen	Reo	5 laps
12th August: 5 miles - Club Championship				
1		C.C.Ferguson	Pope-Toledo	0:06:27.6, 46.44 mph
2		M.B.Glover	Royal	5 laps
12th August: 5 miles - Cleveland Derby, Heat 1				
1		Webb Jay	White Steamer	0:04:46.2, 62.89 mph
2		Herbert Lytle	Pope-Toledo	0:04:57.0
12th August: 5 miles - Cleveland Derby, Heat 2				
1		Charles Burman	Peerless	0:05:13.0, 57.51 mph
2		Dan Wurgis	Reo	5 laps
12th August: 5 miles - Cars under 1500 pounds				
1		Herbert Lytle	Pope-Toledo	0:04:57.6, 60.48 mph
14th August: 5 miles - Touring Cars				
1		Robert Jardine	Royal	0:06:05.2, 49.29 mph
2		George Salzman	Thomas	5 laps
14th August: 5 miles - Touring Cars, Handicap				
1		Barney Oldfield	Peerless Green Dragon	0:04:45.6
14th August: 5 miles - Cleveland Derby, Final				
1		Webb Jay	White Steamer	0:05:43.8, 52.36 mph
2		Charles Burman	Peerless	5 laps
14th August: 5 miles - Free-For-All, AAA National Championship				
1		Charles Burman	Peerless	0:05:15.8, 57.00 mph
2		Herbert Lytle	Pope-Toledo	5 laps
3		Webb Jay	White Steamer	flagged
4		Dan Wurgis	Reo Bird	flagged

A heavy rain storm drenched the circuit and caused the meeting to be halted. Events for touring cars, runabouts, and Webb Jay's attempt to break the five mile record for steam cars were all abandoned. Earl Kiser crashed his car in pre-race practice on the 12th, and his leg was so badly damaged that it had to be amputated.

Oakley Park, Cincinnati, OH

18th August 1905

FP	#	Driver	Car	Time
1 mile				
1		J.H.Stricker	Oldsmobile	0:01:46, 33.96 mph
2		V.Emerson	Autocar	1 lap
2 miles				
1		J.H.Stricker	Oldsmobile	0:03:31, 34.12 mph
2		V.Emerson	Autocar	2 laps

Kenilworth, Buffalo, NY

18th-19th August 1905

FP	#	Driver	Car	Time
18th August: 10 miles - Free-For-All Open				
1		Herbert Lytle	Pope-Toledo	10 laps
2		George Salzman	Thomas	10 laps
3		Webb Jay	White Steamer 15-20	accident
18th August: 5 miles - Vehicles under 1432 pounds				
1		Herbert Lytle	Pope-Toledo	0:05:34, 53.89 mph
2		Fred Tone	Marion	5 laps
18th August: 5 miles – Open, Buffalo Derby, Heat 1				
1		Webb Jay	White Steamer	0:05:09.6
18th August: 5 miles - Open, Buffalo Derby, Heat 2				
1		Montague Roberts	Thomas	0:05:27, 55.05 mph
2		Herbert Lytle	Pope-Toledo	5 laps
18th August: 5 miles - Stripped Touring Cars				
1		Herbert Lytle	Pope-Toledo	0:05:19, 56.43 mph
2		George Salzman	Thomas	5 laps
3		Fred Tone	Marion	
18th August: 5 miles - Exhibition				
1		Barney Oldfield	Peerless "Green Dragon"	0:04:41.6, 63.92 mph
18th August – 10 miles – Free-For-All Open				

The race between Burman, Lytle and Jay was abandoned after Jay had an accident on lap 4. Burman and Lytle stopped on lap 7 when they learnt of Jay's accident.
Webb Jay appeared to be blinded by the dust three-quarters of the way around the fourth mile, and he crashed through the fence, down an embankment and into a pond of water. The pond of water was in a hole from which earth had been taken to build the tracks' banking and was due to recent heavy rain. Jay was knocked unconscious, and would have drowned if two spectators sitting on the fence nearby hadn't gone to his rescue and dragged him out, as only the petrol tank of the car remained above water. As it was, he wasn't given much chance of survival, as he had nine broken ribs, a punctured lung and a right fracture of the thigh, but he did make a full recovery.
That evening, Oldfield volunteered to take the place of Jay in the races in which Jay had been entered.
Before the race had started, Jay had said "When I have had this race with Barney, I'll quit. Tomorrow may be my last day in a racing machine." This was unfortunately prophetic, although Jay did return in touring car reliability and economy runs.

19th August: 5 miles – AAA National Championship				
1		Barney Oldfield	Peerless "Green Dragon"	0:04:52.6, 61.52 mph
2		Montague Roberts	Thomas	0:04:58.0
19th August: 5 miles - Diamond Cup, Heat 1				
1		Herbert Lytle	Pope-Toledo	0:05:04.6, 59.09 mph
2		Montague Roberts	Thomas	0:05:17.0
19th August: 5 miles - Diamond Cup, Heat 2				
1		Barney Oldfield	Peerless "Green Dragon"	0:05:27.0, 55.05 mph
19th August: 5 miles - Diamond Cup, Final				
1		Herbert Lytle	Pope-Toledo	0:04:52.0, 61.44 mph
2		Barney Oldfield	Peerless "Green Dragon"	0:04:55.0
19th August: 5 miles - Stock Touring Cars				
1		George Salzman	Thomas	0:06:00.4
2		Charles Soules	Pope-Toledo	5 laps
19th August: 10 miles – Buffalo Derby				
1		Charles Burman	Peerless	0:10:38
2		Montague Roberts	Thomas	10 laps

Following Jay's accident, William H.Hotchkiss, former president of the Buffalo Automobile Club, said "There will never be another automobile race in Buffalo or vicinity if I can enlist the power of the supreme court of New York to prevent it. I shall hereafter oppose the holding

of any such events, both as a lawyer and as an enthusiastic automobilist." The protests seemed to have some effect – no more racing was held at Kenilworth, and there appears to have been no more racing in Buffalo until 1921.
The press also took up the cause, as shown by the following editorial in the Chicago Daily Tribune: "Track automobile racing has bout served its time. Americans are not so delirious after excitement that they like to watch a sport where the odss are about 3 to 1 against one of the participants being killed. The only reason automobile races on circular tracks have not resulted in more fatalities than they have is because the field of foolhardy individuals engaged in it has been small. There was not enough competition to force the men engaged in the racing to take desperate chances in order to win. But there is no call for such a dangerous pastime. Plenty of safe and sane sports may take its place. A minimum of danger may be regarded as a desirable element in a sport. It is a good education, sometimes, for a boy and prevents him from becoming timid or effeminate. That is the redeeming feature in college football, rough as it is, for too often the lines of so-called education lead away from some of the fundamental and necessary ideas of manhood. The mind is educated in certain channels at the expense of others possibly more important. But football, while it requires physical hardihood and pluck, is not foolhardy. It is not dangerous, if the rules are observed, when those engaging in it have received the proper physical training. But in track automobile racing, and even in track bicycle riding, especially behind motor pace, the element of danger is entirely too great and physical benefits to participants us comparatively small. It is more like the old contests of gladiators than a modern sport. And it is hardly practicable to make it other than extremely dangerous. The general criticism against automobile racing, even now, is that it lacks keenness of competition. Those who have gone to motoring meets will recall having seen few contests in which the competitors were close together. The closer the contest the greater the danger, so that from any point of view it looks like a good sport to strike off the list. On the other side of the Atlantic track automobile racing is little practiced. Road racing against time, where the competitors start at different intervals, is in vogue there. The suggestion that the inside fences be removed at all tracks where automobile racing is held in this country does not help matters a great deal. The sport is not a sane one, nor is that of motor cycle racing on the track much better."
As a result of this, on the 22nd August the Chicago Automobile Club announced that it would not hold its September races, as auto racing was too dangerous. "I am much opposed to auto racing, and there will be no more races of the Chicago Automobile Club if I can prevent it," said Mr L.E.Myers, chairman of the racing board.

Elkwood/Monmouth Park, Long Branch, NJ

19th-22nd August 1905

FP	#	Driver	Car	Time	
19th August: 1 mile - 2 Cylinder Vehicles					
1		James Ward	Buick	0:01:57.4, 30.66 mph	
2		Frank Leland	Stevens-Duryea	1 lap	
19th August: 3 miles - Free-For-All					
1		James Ward	Buick	0:04:41.2, 38.41 mph	
2		J.Heller	Pope	3 laps	
19th August: 4 miles - Handicap					
1		O.J.Smith	Maxwell	0:05:32.0	1:45 Handicap
2		G.B.Demarest	Locomobile	4 laps	1:00 Handicap
22nd August: 50 miles - Exhibition					
1		Emanuel Cedrino	Fiat 50	0:53:14.4, 56.35 mph	
22nd August: 2 miles - Vehicles, $1000-$1700, Heat 1					
1		William Longstretch	Maxwell	0:03:25.2, 35.09 mph	
2		J.Hood	Rambler	2 laps	
22nd August: 2 miles - Vehicles, $1000-$1700, Heat 2					
1		William Longstretch	Maxwell	0:03:27.4, 34.72 mph	
2		C.W.Kelsey	Maxwell	2 laps	
22nd August: 1 mile - Free-For-All, Heat 1					
1		Emanuel Cedrino	Fiat	0:01:06.4, 54.22 mph	
2		Guy Vaughn	Decauville	1 lap	
22nd August: 1 mile - Free-For-All, Heat 2					
1		Emanuel Cedrino	Fiat	0:01.05.4, 55.05 mph	
2		Guy Vaughn	Decauville	1 lap	
22nd August: 1 mile - Vehicles, $650-$1000, Heat 1					
1		Charles Fleming	Maxwell	0:01:41.6, 35.43 mph	
2		Roger Stern	Ford	1 lap	

22nd August: 1 mile - Vehicles, $650-$1000, Heat 2

1	Charles Fleming	Maxwell	0:01:39.2, 36.29 mph
2	E.Hitchcock	Acme	1 lap

Cape May, NJ

25th-26th August 1905

FP	#	Driver	Car	Time
25th August: 1 Km - Speed Run				
		Walter Christie	Christie 120	0:00:26.8, 83.3 mph
		Walter Christie	Christie 120	0:00:26.2, 85.2 mph
		A.L.Campbell	Darracq 80	0:00:25.8, 86.5 mph
		A.L.Campbell	Darracq 80	0:00:25.2, 88.6 mph
25th August: 1 Km - Middleweight Cars				
1		Emanuel Cedrino	Fiat Jr 24	0:00:39.2, 56.9 mph
2		C.W.Kelsey	Maxwell 8	Finished
25th August: 1 Km - Touring Cars, 20 hp and under				
1		Sweeney	Pope-Toledo 20	0:00:59.2, 37.7 mph
2		C.W.Kelsey	Maxwell 8	Finished
25th August: 1 Km - Touring Cars, 40 hp and under				
1		J.H.Thropp	Winton 40	Finished
25th August: 1 Km - Touring Cars, 50 hp and under				
1		J.H.Thropp	Winton 40	0:00:59.0, 37.8 mph
2		Charles Swain	Winton 40	Finished
26th August: 1 mile - Touring Cars, Standing Start				
1		John Wilkins	Winton 40	0:01:31.0, 39.56 mph
2		J.H.Thropp	Winton 40	0:01:38.0
26th August: 1 mile - Touring Cars, Flying Start				
1		John Wilkins	Winton 40	0:01:16.0, 47.37 mph
2		J.H.Thropp	Winton 40	0:01:22.4
3		J.A.Depew	Winton 40	0:01:22.8
26th August: 1 mile - Touring Cars, 30 hp and under				
1		Mrs.C.C.Fitler	Packard 28	0:01:15.6, 47.62 mph
2		George Jones	Jones-Corbin 16-20	0:01:20.4
26th August: 1 mile - Touring Cars, 20 hp and under				
1		Sweeney	Pope-Toledo 20	0:01:25.6, 42.06 mph
2		George Jones	Jones-Corbin 16-20	0:01:32.0
26th August: 1 mile - Touring Cars, 40 hp and under				
1		Charles Swain	Winton 40	0:01:24.0, 42.86 mph
2		John Wilkins	Winton 40	0:01:24.6
3		J.A.Depew	Winton 40	0:01:24.8
26th August: 1 mile				
1		Mrs.C.C.Fitler	Packard 28	0:01:13.0, 49.31 mph
2		Charles Swain	Winton 40	0:01:16.0
26th August: 1 mile - Heavyweight Cars, 1432-2204 pounds				
1		Louis Chevrolet	Fiat 120	0:00:51.8, 69.50 mph
2		A.L.Campbell	Darracq 80	0:00:57.0
26th August: 1 mile - Record Attempts				
		A.L.Campbell	Darracq 80	0:00:38.0, 94.74 mph
		A.L.Campbell	Darracq 80	0:00:39.0, 92.31 mph
		Louis Chevrolet	Fiat 120	0:00:39.4, 91.37 mph
	999	Henry Ford	Ford	0:00:39.8, 90.45 mph
	999	Henry Ford	Ford	0:00:40.0, 90.00 mph
		Walter Christie	Christie 120	0:00:40.0, 90.00 mph
		Louis Chevrolet	Fiat 120	0:00:40.6, 88.67 mph
	999	Henry Ford	Ford	0:00:43.0, 83.72 mph
		Emanuel Cedrino	Fiat Jr 24	0:00:51.6, 69.77 mph

26th August: 1 mile - Cape May Trophy

	A.L.Campbell	Darracq	0:00:38.0, 94.74 mph

26th August: 1 Km - Cape May Auto Club Trophy

	Walter Christie	Christie 130	0:00:23.4, 93.69 mph
	Walter Christie	Christie 130	0:00:24.4, 89.85 mph
	Henry Ford	Ford 60	0:00:25.0, 87.70 mph

26th August: 1 Km - Standing Start

	A.L.Campbell	Darracq	0:00:43.0, 50.99 mph

26th August: 1 Km - Time Trials

	A.L.Campbell	Darracq	0:00:38.0
	Walter Christie	Christie 130	0:00:39.2

Sheldon Fairgrounds, IA

31st August 1905

During the Sheldon Fair, an automobile race was held in which two cars collided. Both drivers were thrown out, but neither were injured. No other details are known.

Ventnor Beach, NJ

3rd-5th September 1905

FP	#	Driver	Car	Time
3rd September: 1 mile - Touring Cars, 60 hp and under				
1		Hugh Harding	Daimler 45	0:01:08.8, 52.33 mph
2		Ernest Kelly	Thomas 50	Finished
3		Wellington	Napier 60	Finished
3rd September: 1 mile - Free-For-All, flying start				
1		A.L.Campbell	Darracq 80	0:00:45.4, 79.29 mph
2		William Wallace	Darracq 80	Finished
3		Tom Cooper	Matheson 60	Finished
3rd September: 1 mile - Foreign Cars				
1		Hugh Harding	Daimler 45	0:01:10.8, 50.85 mph
2		Emanuel Cedrino	Fiat 35	Finished
4th September: 1 mile - Light Cars, 551-851 pounds				
1		Walter Harper	Stanley Steamer 10	0:01:13.4, 49.05 mph
2		Joan Cuneo	White Steamer	Finished
4th September: 1 mile - Heavy Cars, 1432-2204 pounds				
1		Charles Bacharach	Packard	0:01:15.2, 47.87 mph
2		Ed Wilkie	Buick	Finished
5th September: 1 mile – Touring Cars, carrying three passengers, moving start				
1		Charles Meyers		0:01:48.6
2		John Donnelly		
5th September: 1 mile - American Cars, under 39 hp				
1		Charles Bacharach	Packard	0:01:21.2, 44.33 mph
2		James Duff	Pope-Toledo	Finished
5th September: 1 mile – Touring Cars, carrying driver and three passengers, moving start				
1		Charles Swain		0:01:19.4
2		Charles Bacharach		
5th September: 1 mile - Middleweight Cars, 851-1432 pounds				
1		McCasker	Stanley Steamer	0:01:17.2, 46.63 mph
2		Ed Wilkie	Buick	Finished

The Boston Daily Globe suggests that the winning driver was McCasker.

5th September: 1 mile - Heavy Cars, 1432-2204 pounds			
1	Ed Wilkie	Buick	0:01:11.8, 50.14 mph
2	Charles Swain	Winton	Finished

5th September: 1 mile – Touring cars, stripped, to pick up thre passengers at 1 km, standing start.

1	Charles Swain		0:01:46.2
2	J.N.Wilkins Jr		

5th September: 1 mile - Free-For-All, Stripped Chassis

1	A.L.Campbell	Darracq	0:00:43.0, 83.72 mph
2	Frank Kulick	Ford	Finished

5th September: 1 mile - Heavy Cars, Stripped Chassis

1	Frank Kulick	Ford	0:00:42.6, 84.51 mph
2	A.L.Campbell	Darracq	Finished

Bennings, DC

5th September 1905

FP	#	Driver	Car	Time

3 miles – Gasoline runabouts and stock cars, $900 or less

1	Howard A.Rhine	Yale	
2	C.L.Miller		-1.75 furlongs
3	J.B.Mitchell	Mitchell	

5 miles – Gasoline stock cars, $1250 or less

1	Howard A.Rhine	Yale	0:10:50.17
2	C.L.Miller		
3	J.B.Mitchell	Mitchell	

5 miles – Gasoline stock cars, $1800 or less

1	J.W.Boyd	Franklin	0:12:50.0
2	F.S.Blivin	Franklin	
3	Fred Hart	Franklin	

There were accusations of hippodroming for most of the race, with the drivers only really fighting it out in the final mile.

3 miles – Steam stock cars, $700 or less

1	R.French	Stanley Steamer	0:06:52.0
2	F.S.Cahill	Stanley Steamer	
3	Engle	Stanley Steamer	
4	B.F.Anderson	Stanley Steamer	

5 miles – Stock cars, Free-For-All

1	Howard A.Rhine	Yale	0:09:47
2	J.L.Dencal		
3	Fred Hart	Franklin	

Rhine won a silver loving cup offered by the People's Savings Bank.

Labor Day Races. According to the Washington Post, there was a ban in place upon automobile racing on circular tracks, so larger cars were not entered and speed was held to a minimum to ensure safety of both drivers and spectators.

Hyde Park, MA

9th September 1905

FP	#	Driver	Car	Time

10 miles - Heat 1

1	Charles Basle	Mercedes	0:10:23, 57.78 mph

10 miles - Heat 2

1	Emanuel Cedrino	Fiat Jr 24	0:10:25, 57.60 mph
2	Herbert Holland	Steamer	accident

10 miles - Boston Herald Trophy

1	Charles Basle	Mercedes	0:09:34, 62.7 mph
2	Emanuel Cedrino	Fiat Jr 24	Finished

5 miles – AAA National Championship, Heat 1

1	Barney Oldfield	Peerless "Green Dragon"	0:04:55.2, 60.98 mph
2	Emanuel Cedrino	Fiat Jr 24	Finished

5 miles – AAA National Championship, Heat 2

1	Frank Durbin	Stanley Steamer Runabout	0:05:45.2, 52.14 mph
2	J.A.Crowell		Finished

5 miles – AAA National Championship, Final

1	Barney Oldfield	Peerless "Green Dragon"	0:04:52, 61.6 mph
2	Emanuel Cedrino	Fiat Jr 24	0:04:58.0
3	Frank Durbin	Stanley Steamer Runabout	Finished

10 miles - American Cars

1	Herbert Holland	Stanley Steamer	0:12:11, 49.2 mph
2	Eddie Bald	Columbia 35-40	Finished

5 miles - Stock, under 40 hp and under

1	George Reed	Stearns 40	0:06:01.4, 49.81 mph
2	Eddie Bald	Columbia 35	5 laps

5 miles - Stock, under 25 hp and under

1	Eddie Bald	Columbia 35	0:07:10.6, 41.80 mph
2	Leon Morrill	Winton	5 laps

10 miles - Match Race

1	Emanuel Cedrino	Fiat Jr 24	0:08:29.8, 70.61 mph
2	William Hilliard	Napier 60	10 laps

5 miles - Stock, under 25 hp and under

1	H.Ernest Rogers	Peerless 24	0:14:15.8, 42.07 mph
2	Charles Gorndt	Winton 80	10 laps

5 miles - Trial Against Record, 2 Cylinders

1	James Ward	Buick 20	0:06:19.4, 47.44 mph

Meeting was to have been held on labour day (4th September), but was delayed due to rain.

Ventnor Beach, NJ

9th September 1905

FP	#	Driver	Car	Time
1 mile - Record run				
1		Walter Christie	Christie FD	0:00:38.0, 94.74 mph
2	999	Henry Ford	Ford	0:00:38.6
3		A.L.Campbell	Darracq	1 lap
1 mile - Record run				
1		A.L.Campbell	Darracq	0:00:43.0, 83.72 mph
2	999	Henry Ford	Ford	0:00:43.2
1 mile - Record run				
1	999	Henry Ford	Ford	0:00:42.0, 85.71 mph
2		A.L.Campbell	Darracq	0:00:42.6

New York State Fairgrounds, NY

18th September 1905 – Syracuse: 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles: Open				
1		George S.Salzman	35-50 hp	0:06:13
2		Perry	30 hp	
5 miles: Match Race, Heat 1				
1		Barney Oldfield	Peerless Green Dragon	0:05:22
2		Walter Winchester	40 hp	

Winchester substituted for Charles Burman, and led the first four miles.

5 miles: Match Race, Heat 2

1	Barney Oldfield	Peerless Green Dragon	0:05:15
2	Walter Winchester	40 hp	0:05.15.2

5 miles: Exhibition

	Barney Oldfield	Peerless Green Dragon	0:04:38.4

5 miles: Match Race

1	Guy Vaughn	40 hp	0:05:02.2
2	Dan Wurgis	40 hp	0:05:36.8

1 mile: Record Attempts

	Dan Wurgis	40 hp	*
	Guy Vaughn		0:01:00.0
	Barney Oldfield	Peerless Green Dragon	0:00:55.6

Wurgis' time was a fifth of a second faster than Bernin's old record.

5 miles: National Championship

1	Guy Vaughn		0:05:09
2	Dan Wurgis		
3	M.T.Bernin		accident

Bernin caught the fence at the lower turn with his rear wheels, causing him to spin out and suffer minor lacerations. Races were postponed from the 17th.

Narragansett Park, RI

23rd September 1905

FP	#	Driver	Car	Time
5 miles - Stock Cars, $2000 and under				
1		George Reed	Stearns	0:05:53.4, 50.93 mph
2		Eddie Bald	Columbia	5 laps
5 miles - Stanley Steamer, Invitational				
1		W.B.Files	Stanley Steamer	0:09:12.8, 32.56 mph
2		F.F.Lad	Stanley Steamer	5 laps
5 miles - Stock Vehicles, Gasoline				
1		H.A.Capron	Franklin	0:07:45.4, 38.68 mph
2		Eddie Bald	Columbia	5 laps
5 miles - Free-For-All				
1		Emanuel Cedrino	Fiat	0:05:02.4, 59.52 mph
2		William Hilliard	Napier	5 laps
5 miles - Stock Vehicles, $1800-$2000				
1		Calvin Snow	Stevens-Duryea	0:07:19.8, 40.93 mph
2		Cliff Edwards	Ford	5 laps
5 miles - Match Race				
1		Edward Shay	Fiat	0:06:01.6, 49.78 mph
5 miles - AAA National Championship				
1		Barney Oldfield	Peerless Green Dragon	0:04:43.0, 63.60 mph
2		Emanuel Cedrino	Fiat	5 laps

Hudson River Driving Park, Poughkeepsie, NY

29th September 1905 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – AAA National Championship				
1		Barney Oldfield	Peerless Green Dragon	0:05:50.6
2		Dan Wurgis	Reo 32 Bird	flagged
3		Frank Ridgeway	Peerless 60	flagged
5 miles – Exhibition Run				
		Barney Oldfield	Peerless Green Dragon	0:04:47.6

3 miles – Exhibition Run

	Mrs Joan Cuneo	White Steamer	0:04:37.2

1 mile – Exhibition Run

	M.Cedrino	Fiat 24	0:01:02.4

1 mile – Stock gasoline runabouts, two passengers, under $1000

1	Charles Fleming	Maxwell 8	0:01:52
2	R.E.Randolph	Maxwell 8	

2 miles – Special race for Stoddard-Dayton cars

1	James McIlorid	Stoddard-Dayton 20	0:03:28
2	David L.Bloch/Culdy Tompkins	Stoddard-Dayton 20	
3	W.L.Seaman/E.A.Shotwell	Stoddard-Dayton 20	

5 miles – Match Race

1	M.Cedrino	Fiat 24	0:05:08.8
2	Dan Wurgis	Reo 32	

3 miles – Special race for Maxwell Touring cars

1	Hawkey	Maxwell 16	0:05:18.5
2	Charles Fleming	Maxwell 16	

5 miles – Poughkeepsie Handicap

1	Charles Fleming	Maxwell 8 hp	0:07:15.4	3:00 handicap
2	M.Cedrino	Fiat 24		scratch
3	Dan Wurgis	Reo 32		0:05 handicap
R	Mrs Joan Cuneo	White steamer	3 laps/withdrew	

Bucyrus Fairgrounds, OH

12th October 1905

FP	#	Driver	Car	Time
1		Simons	Winton (stripped)	0:03:47

The race was part of the Bucyrus Fair.

Indiana State Fairgrounds, IN

4th November 1905

FP	#	Driver	Car	Time	
100 miles					
1		W.F."Jap" Clemens	National	1:53:21, 52.93 mph	
2		Ray McNamara	Premier	2:35:31	
3		Charles Merz	National	95 laps/accident	
4		Frank Moore	Maxwell	20 laps/out	
5		Fred Tone	Marion	12 laps/tyre trouble	
5 miles - Handicap					
1		Ray McNamara	Premier	0:03:03.9	1:10 Handicap
2		Fred Tone	Marion	5 laps	0:20 Handicap
3		W.F."Jap" Clemens	National 30	5 laps	0:00 Handicap
5 miles - Owner's Race Cars					
1		Charles Merz	National 30	0:06:21.0, 47.24 mph	
2		J.A.Allison	Pope-Toledo	5 laps	
3 miles - Touring Cars With Passengers					
1		Charles Merz	National	0:03:44.2, 48.17 mph	
2		Dan Teetor	Marion	3 laps	
3		J.A.Allison	Pope-Toledo	3 laps	
5 miles - Middleweight Cars, stripped					
1		Ray McNamara	Premier	0:06:47.0, 44.23 mph	
2		Fred Tone	Marion	5 laps	
5 miles - Open					
1		Charles Merz	National 30	0:05:49.4, 51.52 mph	
2		W.F."Jap" Clemens	National 30	0:05:49.8	
3		Ray McNamara	Premier	5 laps	

5 miles - Handicap

1	Carl Fisher	Premier Vanderbilt	0:05:24.6	0:00 Handicap
2	Charles Merz	National 30	5 laps	0:55 Handicap
3	Ray McNamara	Premier	5 laps	1:18 Handicap
4	W.F."Jap" Clemens	National 30	5 laps	0:00 Handicap

5 miles - Exhibition

	Carl Fisher	Premier Vanderbilt	0:05:05.6, 58.90 mph

Point Breeze, PA

6th November 1905

FP	#	Driver	Car	Time
3 miles				
1		Joan Cuneo	White Steamer	0:05:02, 35.76 mph
2		C.W.Rowe	Searchmont	0:05:11
5 miles				
1		Montague Roberts	Thomas Flyer	0:06:12, 48.39 mph
2		Phil Kirk	Apperson	0:06:19
3		Joan Cuneo	White Steamer	5 laps

Weequahio Park, Waverly, NJ

7th November 1905

FP	#	Driver	Car	Time	
3 miles - Single Cylinder cars					
1		Inglis M.Uppercue	Cadillac	0:04:53, 36.9 mph	
2		M.H.Apgar	Fiat	6 laps	
3		Martin	Oldsmobile	6 laps	
3 miles - Free-For-All, Heat 1					
1		Stanley Atkinson	Franklin	0:04:07, 43.7 mph	
2		Harry Deane	Franklin	6 laps	
3		Charles Fleming	Maxwell-Briscoe	6 laps	
3 miles - Free-For-All, Heat 2					
1		James Ward	Buick 20	0:05:08.25, 35.0 mph	
2		L.D.Plank	Reo	6 laps	
3		Percy Hall	White Steamer	6 laps	
3 miles - Free-For-All, Final					
1		James Ward	Buick 20	0:05:09, 34.9 mph	
2		Charles Fleming	Maxwell-Briscoe	6 laps	
3		Stanley Atkinson	Franklin	6 laps	
5 miles - Touring Cars					
1		James Ward	Buick 20	0:08:03.25, 37.2 mph	
2		C.F.Warren	Grout	10 laps	
3		Harry Deane	Franklin	10 laps	
5 miles - Cars $1500 and under					
1		James Ward	Buick 20	0:07:38.5, 39.2 mph	
2		Charles Fleming	Maxwell-Briscoe	10 laps	
3		Stanley Atkinson	Franklin	10 laps	
5 miles - Handicap, NJ Auto Club Trophy					
1		Charles Fleming	Maxwell-Briscoe	0:07:42.2	0:15 Handicap
2		James Ward	Buick 20	10 laps	0:00 Handicap
3		Inglis M.Uppercue	Cadillac	10 laps	0:20 Handicap
2 miles - Exhibition					
		Barney Oldfield	Peerless "Green Dragon"	0:02:24.25, 49.41 mph	

Elm Ridge, Kansas City, MO

11th November 1905 – 1 mile dirt oval

FP	#	Driver	Car	Time
Runabouts				
1			Cadillac	

There were five other entrants in this race.

5 miles				
1			Stevens-Duryea	0:07:01
Unknown				
1			Stevens-Duryea	
5 miles – Free-For-All				
1			Packard	(stripped)
2			Stevens-Duryea	(unstripped)
Stopping, Starting and getting away event				
1			Stevens-Duryea	

Indiana State Fairgrounds, IN

16th-17th November 1905

24 hour race

FP	#	Driver	Car	Time
1		Charles Merz/Clemens	National 40	1094 laps, 45.5 mph
2		W.F."Jap" Clemens	National 40	152 laps/accident

N.B. - Time for 1000 miles was 21:58:00.8, breaking record held by Guy Vaughn. Clemens crashed after 152 miles, and then alternated driving the remaining car with Merz for the remainder of the event - he had been leading Merz by six laps before accident.

I Box Springs Canyon Hillclimb, CA

30th November 1905 - 3.5 mile hillclimb

FP	#	Driver	Car	Time

Entrants:

1	Harris M.Hanshue	Reo
2	George E.Bradbeer	Premier
3	W.L.Moreland	Tourist
4	Ralph C.Hamlin	Franklin
5	Dr Benison	Franklin
6	C.B.Smith	Maxwell-Briscoe
7	Dr Ferguson	Moline
8	Fred Dufty	Reo
9	W.K.Cowan	Rambler
10	E.Bennett Jr	Reliance
12	Theo Crossley	Wayne

There were 10 entrants for this event.FTD was set by George Bradbeer in a Premier at 6m43.6.

Fort Worth Fairgrounds, TX

30th November 1905

FP	#	Driver	Car	Time
5 miles - Handicap				
1		S.H.Boren	Franklin "Gatling Gun"	0:06:13.5

2	DuBois	0:09:55	*2m30 handicap*
3	Dillon	0:11:01	*3m30 handicap*
	Haggard		
	George Schofield		*2m30 handicap*

Part of the YMCA members program for Thanksgiving Day.

Other Matters of the Year

- Races planned for the beach at Coronado, CA, on the 2nd January were first of all postponed until the 8th January, but a stormy sea washed away several hundred yards of the proposed course, causing the race meeting to be abandoned. It was hoped that they could be run again in June 1905.

- The Covina Bicycle and Auto Works arranged a series of bicycle and auto races for the 23rd February in Covina, CA. Although bicycle and motorbike races definitely occured, there was no coverage of any auto races in the press.

- The Syracuse Turn Verein was to organise an auto race between "Early Ell" and "Warbling Turner" as part of their annual masquerade on the 6th March. It isn't known whether it took place.

- Arrangements were made for an automobile race to be held in Oklahoma City, OK, on the 2nd April. Barney Oldfield was to participate. It isn't known if it took place.

- A four-day automobile tournament was planned for the 24th-27th April 1905 at Lakewood, New Jersey, including a 10 mile straightaway road race between Joe Tracy and Guy Vaughan, plus a series of gymkhana races modelled on those held in Ostend in 1904. However, they were abandoned after the Senate refused to pass the necessary legislation to raise the speed limits for this period, despite the legislation passing through the New Jersey Assembly.

- A race was organised by the Lewis and Clark Exposition from New York to Portland. Starting on May 8th from the Waldorf-Astoria, a $1000 was to be awarded to the first to arrive at the National Good Roads Association at the Auditorium of the Lewis and Clark Exposition, with the drivers given the option of what route to take. Two 7 hp stock Oldsmobiles started the race. One, known as "Old Steady", was driven by Percy Megarel and Barton Stanchield. The other, known as "Old Scout", was driven by Dwight B.Hess and Milford Weigle. Megarel won the event.

- As part of the 4th July celebrations, the Committee of Eagles appointed the Oshkosh Aerie to plan the celebrations. As part of these celebrations, and automobile race on Algoma was suggested. It may not have happened.

- A race was to be held at the Oshkosh Driving Park in August in conjunction with a baseball game between Oshkosh and La Crosse. However, the automobilists wanted to split the gate receipts equally with the baseball organisation, and although President John Larie of the baseball association as willing, others in the association were opposed, and the race fell through.

- The Oshkosh Daily Northwestern of the 4th August mentions that a race would be run in Appleton "in a few days". It is not known if the race did take place oe what the result was.

- An article in the Oxnard Courier mentioned "a recent automobile race between Los Angeles and Santa Barbara", and made comments on the "quality of the land". It isn't known what race this was referring to.

- The Los Angeles Times of the 21st August reported that "a handicap automobile race against time from Carpinteria into this city [Santa Barbara] is now a possibility for the week of the big pool tournament in this city". This race does not seem to have happened.

- A testimonial event for Earl Kiser was to be held at the Dayton Fairgrounds, Ohio, on the 26th August, with Oldfield set to try and break the "world record" for a half-mile track. It isn't known whether the event took place.

- A race in which women were to compete against men was scheduled for Admission Day, 9th September, at the Riverside Driving Park. Mrs George Stranahan, Mrs Beach E.Taber and Miss Bantz were entered, but it is not known whether the race took place or not.

- Automobile races were due to be held as part of the Allen County Fair in Lima, Ohio, on the 17th September. There were to be four races: the first was a three mile race for runabouts, the second was a three mile race for cars under $1400, the third was a three mile free-for-all, and the fourth was a five mile handicap. It is not known whether these races did happen, or what the result was.

- Automobile races were planned for the Denison Fair, TX, to be held on the 20th-23rd September. The fair was postponed to the 4th-7th October after the Dallas Fair was postponed, but there are no records of the automobile races having taken place.

- A series of races at the Mineola Fairgrounds was planned for the 26th September, under the auspices of the Agricultural Society of Queens and Nassau Counties. Six events were scheduled: a three mile races for amateur drivers, a three mile race for cars under eight horse power, a three mile race for cars from eight to twelve horse power, a three mile race race for cars of 30 horse power or less, a five mile race for stock touring cars and a series of gymkhana events designed to test the ability of the driver and ease in managing the machine. The races don't seem to have happened, perhaps due to the running of the Vanderbilt Cup Elimination Trials held days before in the same area.

- The Pike's Peak International Auto Climb for the $1000 G.A.Wahlgreen Cup was scheduled for October, but was postponed until 1906 due to insufficient entries (only ten had been received) and the state of the road from Cascade to the summit.

2 The United German Societies of the District organised a celebration of the 220th anniversary of the first German arrivals to America at Bennings on the 2nd October. An automobile race was scheduled, but didn't take place.

- The Sir Thomas Dewar Trophy, originally run at Ormond Beach in January 1905, was to be run again at Coney Island, New York, on the 18th October 1905. All of the permissions had been obtained, but several of the entered cars were damaged in the Vanderbilt Cup race, leaving only three guaranteed entries. The trustees of the Trophy decided that it should be raced for again at Ormond Beach in January 1906 instead.

- There was a free-for-all auto race scheduled for the autumn fair at Oshkosh, WI. It isn't known whether it took place.

1 An auto race was scheduled at the Phoenix Fairgrounds as an addition to the horse racing and other festivities on the 30th December 1905, but was cancelled after the horse racing ran late.

1906 US Events

"Perhaps, before long, the telegraph and telephone companies will realize the fact that if they wish to keep theur poles intact they must not set them along the automobile race course."

Cleveland Leader

Ormond Beach, Daytona, FL

23rd-29th January 1906

FP	#	Driver	Car	Time
23rd January: Dewar Cup - Heat 1				
1	2	Fred Marriott	Stanley Steamer 50	0:00:32.2, 1 lap
2	1	Walter Clifford-Earp	Napier 80	0:00:40.0
3		Harry Fletcher	Fiat 110	Finished
23rd January: Dewar Cup - Heat 2				
1		Vincenzo Lancia	Fiat 110	0:00:37.6, 1 lap
2		Emanuel Cedrino	Fiat	0:00:38.2
23rd January: Dewar Cup - Final				
1	2	Fred Marriott	Stanley Steamer 50	0:00:33.0
2		Emanuel Cedrino	Fiat	0:00:38.0
3		Vincenzo Lancia	Fiat 110	Did not start
23rd January: Gasoline, Heavy Chassis - Heat 1				
1		Emanuel Cedrino	Fiat	0:00:39.6
2		Harry Fletcher	Fiat 110	0:00:39.8
23rd January: Gasoline, Heavy Chassis - Heat 2				
1		Vincenzo Lancia	Fiat 110	0:00:42.0
2		Walter Clifford-Earp	Napier 80	0:00:43.6
23rd January: Gasoline, Heavy Chassis – Final				
1		Vincenzo Lancia	Fiat 110	0:00:37.0
2		Harry Fletcher	Fiat 110	0:00:37.75
3		Emanuel Cedrino	Fiat	0:00:38.5
23rd January: 1 mile - Mile Championship				
1	2	Fred Marriott	Stanley Steamer 50	0:00:31.8, 113.2 mph
2		Frank Durbin	Stanley Steamer Runabout	Finished
3		Bert Holland	Stanley Steamer Touring	Finished
24th January: 5 miles - Open Championship Heat 1				
1		Vincenzo Lancia	Fiat 110	0:02:54.6, 103.09 mph
2	4	Walter Clifford-Earp	Napier 80	Finished
24th January: 5 miles - Open Championship Heat 2				
1		Victor Hemery	Darracq	0:02:34.8, 116.28 mph
2		Harry Fletcher	Fiat 110	Finished
3	2	Fred Marriott	Stanley Steamer 50	Finished
24th January: 5 miles - Open Championship Final				
1		Vincenzo Lancia	Fiat	0:03:01.2, 99.34 mph
2		Harry Fletcher	Fiat 110	0:03:02.0
3	2	Fred Marriott	Stanley Steamer 50	0:03:03.0
24th January: 5 miles - Middleweight Championship				
1		Emanuel Cedrino	Fiat Jr 24	0:03:03.6, 98.04 mph
2		Deacon Holmes	Wayne 40	0:05:46.0
24th January: 5 miles - Heavyweight Chanpionship				
1	4	Walter Clifford-Earp	Napier 80	0:02:56.0, 102.27 mph
2		Joe Downey	Mercedes 90	0:03:29.2
3		Vincenzo Lancia	Fiat	engine trouble
4		Harry Fletcher	Fiat 110	crankshaft
25th January: 15 miles, 3 laps - Price Handicap				
1		Frank Durbin	Stanley Steamer Runabout	0:13:42.6 25.0s Handicap
2		J.E.Bristol	Stoddard-Dayton 30	0:16:59.0 12.3s Handicap

3	A.L.Kull	Wayne 35	3 laps	0.0s Handicap

25th January: 10 miles, 2 laps - Corinthian Championship Heat 1

1	Samuel B.Stevens	Darracq 80	0:06:36.4, 90.82 mph
2	J.R.Harding	Mercedes 90	0:07:03.8
3	Alfred Reeves	Maxwell 10	0:12:51.2

25th January: 10 miles, 2 laps - Corinthian Championship Heat 2

1	James L.Breese	Mercedes 35	0:10:37.0, 56.5 mph
2	C.W.Barrow	Fiat 90	2 laps

25th January: 10 miles, 2 laps - Corinthian Championship Final

1	Samuel B.Stevens	Darracq 80	0:09:28.0, 63.40 mph
2	James L.Breese	Mercedes 35	0:09:47.6

26th January: 10 miles, 2 laps - Middleweight Championship

1	18 Guy Vaughn	Darracq 80	0:07:00, 85.7 mph
2	Emanuel Cedrino	Fiat Jr 24	0:07:50

26th January: 10 miles - Corinthian Handicap

1	Hugh Harding	Daimler 45	0:08:45.8	3:30 Handicap
2	Samuel B.Stevens	Darracq 80	0:06:42.8	0:00 Handicap
3	James L.Breese	Mercedes 45	0:10:50	3:00 Handicap
4	Charles Fleming	Maxwell 10	0:06:00, 2 laps	

26th January: 1 mile - Record Run, flying start

2	Fred Marriott	Stanley Steamer 50	0:00:28.2, 127.6 mph
	Louis Chevrolet	Darracq 200	0:00:30.6, 117.6 mph
	Emanuel Cedrino	Fiat 110	0:00:36.6, 98.4 mph
	Walter Clifford-Earp	Napier 80	0:00:37.4, 96.2 mph
	Frank Kulick	Ford 105 Model K	0:00:40.0, 90.0 mph
	Guy Vaughn	Darracq 80	0:00:40.6, 88.7 mph
	Dan Wurgis	Red Bird 32	0:00:52.6, 68.4 mph
	Deacon Holmes	Wayne 40	0:01:06.0, 54.5 mph
	Charles Fleming	Maxwell 10	0:01:29.4, 40.3 mph

26th January: 1 km - Record Run, flying start

2	Fred Marriott	Stanley Steamer 50	0:00:18.4, 121.3 mph
	Louis Chevrolet	Darracq 200	0:00:19.4, 115.0 mph
	Walter Clifford-Earp	Napier 80	0:00:21.6, 103.3 mph
	Emanuel Cedrino	Fiat 110	0:00:22.8, 97.9 mph
	Frank Kulick	Ford 105	0:00:24.8, 90.0 mph
	Samuel B.Stevens	Darracq 80	0:00:25.0, 89.3 mph
	Dan Wurgis	Red Bird 32	0:00:34.4, 64.9 mph
	Deacon Holmes	Wayne 40	0:00:41.2, 54.2 mph
	Charles Fleming	Maxwell 10	0:00:59.0, 37.8 mph

27th January: 100 miles, 6 laps - Minneapolis Trophy

1	4 Walter Clifford-Earp	Napier 100	1:15:40.4, 79.29 mph
2	Emanuel Cedrino	Fiat 110	1:16:39.0
3	William Hilliard	Napier 60	1:21.05.0
4	Vincenzo Lancia	Fiat 110	3 laps/radiator
5	Hugh Harding	English Daimler 45	3 laps/worn tyres
6	Louis Chevrolet	Christie 110	3 laps/water in carburretor
DSQ	Samuel B.Stevens	Darracq 80	had a differential

Clifford-Earp drove most of the race with one tyre gone, and beat the previous years' 100 mile record by almost 3 minutes. Cedrino had led most of the race until he too lost a tyre. However, Cedrino stopped to replace it, whereas Earp simply ripped the tyre off and continued on the rim after seeing Hilliard successfully doing likewise (it still took him five minutes to get the remains off the rim though). The race was started at the 12 mile mark, went to the 16 mile post, and then back 15 miles to the 1 mile mark, with the course repeated six times, with the last run being the six miles to the clubhouse at Daytona. The drivers refused to start the race initially due to Stevens having a differential when the others did not – Stevens was disqualified to get the cars going. Starting positions were drawn, but only five numbers were placed in the hat and there were six drivers – Hilliard stated that he would simply start last to get the race underway and not waste more time. Chevrolet started first, followed by Earp, Cedrino, Lancia, Harding and Hilliard at 30 second intervals.

29th January: 30 miles, 6 laps - American Cars

1	2 Fred Marriott	Stanley Steamer 50	0:34:18.4, 52.47 mph
2	Louis Chevrolet	Christie 110	0:37:24.6
3	Frank Kulick	Ford 105	Started

29th January: 15 miles, 3 laps - Open Championship

1	Vincenzo Lancia	Fiat 110	0:10:00, 90.00 mph

2	William Hilliard	Napier 80	0:11:36.6	
3	Emanuel Cedrino	Fiat 110	con-rod	

29th January: 10 miles, 2 laps - Open, Free-Formula

1	Vincenzo Lancia	Fiat 110	0:06:196, 94.84 mph	
2	2 Fred Marriott	Stanley Steamer 50	0:07:35.6	
3	William Hilliard	Napier 80	6 miles/Out	

29th January: 10 miles - Handicap

1	Vincenzo Lancia	Fiat 110	0:06:18.4	0:00 Handicap
2	William Hilliard	Napier 80	0:08:03.8	1:00 Handicap
3	J.R.Harding	Mercedes 90	2 laps	2:28 Handicap

29th January: 1 mile - Gold Speed Crown, Trial

	Victor DeMogoot	Darracq 200	0:00:58.8, 61.22 mph
	Victor DeMogoot	Darracq 200	0:01:01.6
2	Fred Marriott	Stanley Steamer 50	63.0 mph
2	Fred Marriott	Stanley Steamer 50	59.6 mph

29th January: 1 mile - Middleweight Cars

2	Guy Vaughn	Darracq 50	No time

San Diego Endurance Run, CA

25th-26th January 1906

FP	#	Driver	Car	Pts	Demerits	Observer
Touring Cars						
	15	George F.Belden	Packard	1000	Perfect score	W.H.Anderson
	30	C.A.Hawkins	White	1000	Perfect score	Helbrig
	2	W.S.Hook Jr	Apperson	1000	Hot engine	Fred Jackson
	8	W.K.Cowan	Rambler	999	Puncture	Roy Barnard
	7	C.W.Jargstorff	White	999	Stop to repair	Ross R.Foster
	1	E.H.Howes	Frayer-Miller	996		Victor Shaw
	28	W.Bayley Jr	White	993	Stop to repair	Clyde Hizer
	9	Harry L.Olive	Stoddard-Dayton	987	Speedometer off	Guy West
	16	J.H.McDonell	Winton	970	Broke spring	D.B.Rose
	29	C.P.McClure	White	963	Broke two springs	Carl Newerf
	20	Henry C.Turner	Peerless	900	Off road, late in	Norwood Howard
	10	L.C.Lull Jr	Tourist	869	Hot box, one wheel	Charles Collier
	25	Charles B.Judd	Austin	0	Turned back at Paia	W.D.Newerf

Belden's driver was Walter Donnelly.

Light Touring Cars						
	26	J.W.Willcox	Maxwell	999	Carried sign	I.J.Boothe
	18	W.M.Varney	Ford	998	Puncture	P.S.Kurtz
	11	Walter Sahlen	Tourist	998		Charles I.Campbell
	22	Leon T.Shettler	Reo TC	998	Stalled engine	Hugh McDonald
	19	Bert Boremus	Oldsmobile	998		George Cordon
	6	F.A.Bennett	Ford F	997	Puncture	F.W.Stearns
	4	George E.Bradbeer	Premier	987		E.M.Clinton
	17	L.E.Parker	Haynes	0	Out at Paia	Robert Hickson
	24	Charles Strong	Reo			Sam Thies
	21	Warner	Tourist			Frank Pryor

Runabouts						
	12	Charlie F.Bente	Tourist	996	Carried sign	A.W.Crippen
	3	R.C.Hamlin	Franklin	975	Put in oil on hill	Charles Fuller Gates
	27	J.W.Willcox	Maxwell	966	Carried sign	A.R.Clairmonte
	14	H.L.Moreland	Tourist	960	Water leak	G.A.Scroggs
	5	J.A.Clairmonte	Napier	957	Transmission brake stolen	H.Mason

The John D.Spreckels Cup for large touring cars was won by C.A.Hawkins, who achieved a perfect score of 1000 points. Number 15 also scored 1000 points, but lost out on a judges decision after the amount of fuel used was measured. The White steamer of Hawkins used 17.25 gallons, whereas the #15 Packard used 20 gallons. The cars' owner, Belden, was given a gold medal by the Coronado Country Club, and the driver, Donnelly, a silver medal..
The E.M.Greenway Cup for runabouts went to R.C.Hamlin, who scored 975 points. The E.M.Greenway Cup for light touring cars went to W.M.Varney, who scored 999 points. A copper and silver banded cup for the least quantity of gasoline consumed per passenger was awarded to L.A.Bennett.

W.L.Moreland lost 20 points at Pasadena due to a loose water connection. Charlie Bente lost one point, and Walter Sahlen lost none. All three drivers drove a Franklin for the Auto Vehicle Co, but were all disqualified for having a combination license and name plate having the word "Tourist" on it. The rules said that "no sign or other indication of maker's name shall be displayed other than the name plate that is usually attached to the said car." L.C.Lull Jr, the driver of the other Tourist, lost 71 points at Escondido because of a hot bearing.

I Pasadena-Altadena Hillclimb, CA

22nd February 1906

FP	#	Driver	Car	Time
Runabouts $1000 and under				
1	16	Dr Brown	Buick 22 hp	0:06:07.2
2	11	F.A.Bennett	Ford 14 hp	0:07:07.0
3	10	F.Bennett Jr	Wayne 16 hp	0:07:25.0
4	15	R.Passavant	Autocar 13 hp	0:07:57.0
5	9		Gale 16 hp	0:10:28.6
Runabouts costing $1500 and under				
1	17	Dr Brown	Buick 22 hp	0:06:05.0
2	32	Leon T.Shettler	Reo 16 hp	0:06:41.6
3	12	F.A.Bennett	Ford 14 hp	0:06:48.8
4	2	F.P.Crosby	Premier 16 hp	0:07:10.2
5	14	F.Bennett Jr	Wayne 16 hp	0:07:52.0
6	1	G.L.Garland	Franklin 12 hp	Did not finish
Runabouts, Open (includes any car with stock body tonneau removed)				
1	29	D.C.McCann	Franklin 30 hp	0:06:32.6
2	7	R.D.Ryus	White 18 hp	0:07:14.2
Touring cars $1500 and under				
1		Leon T.Shettler	Reo 16 hp	0:06:47.6
2	18	M.Hamilton	Hulek 22 hp	0:07:33.6
3	31	D.L.Wold	Reliance 18 hp	0:08:09.6
4	5	W.K.Cowan	Rambler 18 hp	0:09:14.8
Touring cars, $1500-$2500				
1	13	H.L.Olive	Stoddard-Dayton 35 hp	0:06:38.4
2	19		Stevens-Duryea 20 hp	0:07:02.6
3	30	E.H.Hawkes	Fryer-Miller	0:07:03.2
4	27	R.C.Hamlin	Franklin 12 hp	0:08:32.2
5	6		Winton K 30 hp	0:08:43.0
	3		Elmore 35 hp	Did not appear
	14	L.Wilson	Stoddard-Dayton 30-35 hp	Did not appear
Touring cars $2501 and over				
1	23	Thomas Hughes	Thomas Flyer 50 hp	0:04:58.2, 12 mph
2	21		Pope-Toledo 35 hp	0:05:04.6
3	20	E.C.Anthony	Pope-Toledo 35 hp	0:05:06.6
4	26	A.B.Bussun	Packard 24 hp	0:05:24.6
5	25		Thomas 50 hp	0:05:33.2
6	28	R.C.Hamlin	Franklin 20 hp	0:06:19.2
7	22	F.R.Thomas	Thomas 50 hp	Did not finish
	8	H.D.Ryus	White 18 hp	Did not appear
	24	H.M.Zier	Packard 24 hp	Did not appear

Runabouts must carry two and touring cars four passengers of an average weight of 150 pounds. Full equipment means lamps, horn and tool box had to be carried, but tops could be removed. An entrance fee of $10 was required for every entry, $7.50 of which was returned if the car started.
The timing for the event was done by telephone. The starters and the judges synchronised their watches, and the time of the start was telephoned up and entered on a board. The finish times were then telephoned down to the startline so that the spectators there knew the times.

Agriculture Park, Los Angeles, CA

2nd-3rd March 1906

FP	#	Driver	Car	Time

2nd March: 1 mile - Cars under $1500

1	David Campbell	Ford	0:01:17.4, 46.51 mph
2	George Bradbeer	Premier	Finished
3	Ralph Hamlin	Franklin	Finished
4	Harris Hanshue	Reo	Slipping clutch

2nd March: 5 miles - Cars under $2500

1	Harris Hanshue	Reo	0:06:04.2, 49.42 mph
2	David Campbell	Ford	0:06:07.6
3	George Bradbeer	Premier	5 laps
4		Napier	5 laps
5	Ralph Hamlin	Franklin	5 laps

2nd March: 5 miles - Open

1	Harris Hanshue	Reo	0:06:13.6, 48.18 mph
2	David Campbell	Ford	5 laps
3	George Bradbeer	Premier	5 laps
4	Ralph Hamlin	Franklin	4 laps/Out
NS	J.A.Clairmont	Napier	withdrew
NS	Hook	Apperson	withdrew

2nd March – 1 mile – Exhibition, cars with tonneaus on, Race 1

1	W.Reuss	Oldsmobile	0:01:27.2
2	Harry Olive	Stoddard-Dayton	retired/blew spark plug

2nd March – 1 mile – Exhibition, cars with tonneaus on, Race 2

1	Harry Olive	Stoddard-Dayton	0:01:33.4
2	W.Reuss	Oldsmobile	

2nd March – Australian Pursuit

1	David Campbell	Ford	
2	J.A.Clairmont	Napier	
3	Ralph Hamlin	Franklin	broke chain at start

2nd March: 5 miles - Free-Formula

1	Pierson Garbutt	Greyhound	0:05:38.6, 53.16 mph
2	Bert Dingley	White Steamer	5 laps
NS	J.A.Clairmont	Napier	withdrawn

In the back stretch of the last mile one of the Greyhound's cylinders went out and Pierson waved his hand at Dingley to signify that it was all "Whistling Billy's". Just as he did so the steamer backfired and the gasoline car pulled away. It came limping into the finish with only two cylinders firing, but the steamer couldn't match it.

3rd March: 5 miles – Special Race

1	Harris Hanshue	Reo	13 pts	(2nd, 1st, 2nd, 1st, 1st)
2	David Campbell	Ford	12 pts	(1st, 2nd, 1st, 2nd, 2nd)
3	J.A.Clairmont	Napier	5 pts	(3rd, 3rd, 3rd, 3rd, 3rd)

Cars scored points at the end of each mile – three points for first, two for second and one for third. At the first start Hanshue jumped the gun from 2nd position on the starting line, so for the restart he was given the outside/last position. The Napier replaced the Franklin which was due to race but withdrew. The winning time was 5m56.8, 50.45 mph.

3rd March – Australian Pursuit

1	David Campbell	Ford	0:11:51.6, 9 miles
2	J.A.Clairmont	Napier	

3rd March: 5 miles - Exhibition

1	Pierson Garbutt	Grey Wolf	0:04:55.4, 60.93 mph
	Bert Dingley	White Steamer	withdrew after 1 lap - rain

3rd March: 3 miles - Open

1	David Campbell	Ford	0:03:41.2, 48.82 mph
2	Harris Hanshue	Reo	3 laps
3	Ralph Hamlin	Franklin	3 laps
NS		Apperson	withdrew

It rained in the afternoon of the 3rd March, which curtailed some of the racing by making the track surface too slippery.

Agriculture Park, Los Angeles, CA

11th March 1906

The meeting was abandoned due to rain just after midday. There was meant to be a 50 mile race between Leon Shettler's Reo, Ralph Hamlin's Franklin, and one other, but Shettler had sold the car and had only kept hold of it long enough to compete in this race. Franklin's car was also up for sale, so the race was abandoned rather than postponed.

Piedmont Park, Atlanta, GA

19th March 1906 – ½ mile dirt oval

3 miles – Cars $1000 and under

1	Jones	Cadillac	0:06:21.4
2	Milton Elliott	Cadillac	
	John Toole	Cadillac	
	R.C.Craven	Cadillac	

2 miles – Novelty race for touring cars, start and stop

1	Barney Oldfield	Peerless	0:06:31.0
2	William Gilbert	Cadillac	
	John Toole	White Steamer	
	J.B.Connally	White Steamer	
	Edward Inman	Peerless	
	Zenas Field	Franklin	

3 miles – Match Race, Heat 1

1	Barney Oldfield	Peerless Green Dragon	0:04:15.0
2	Paul Albert	White Streak	

3 miles – Free-for-all

1	Joe Lander	Franklin	0:05:34.0
2	William Gilbert	Cadillac	
	John Toole	Pope-Toledo	
	J.B.Connally	White	
	Winship Nunnally	Franklin	
	Edward Inman	Peerless	

3 miles – Match Race, Heat 2

1	Barney Oldfield	Peerless Green Dragon	0:04:26.6
2	Paul Albert	White Streak	

2 miles - Handicap

1	Milton Elliott	Cadillac	0:03:29.4	1/8 mile handicap
2	Joe Lander	Franklin		scratch
	J.B.Connally	White		
	Barney Oldfield	Peerless		
	Edward Inman	Peerless		
	John Toole	Pope-Toledo		
	Winship Nunnally	Franklin		

2 miles – Record Trial

	Barney Oldfield	Peerless Green Dragon	0:02:35.0

Note that all known entrants are shown, even if their finishing positions or even whether they started is not known.
A bonus of $500 was offered if Oldfield could beat or equal his ½ mile track record of 2m27, but he failed by seven seconds.

Parker Hill, MA

1st April 1906 - Roxbury

FP	#	Driver	Car	Time

Match Race 1 – two runs

1		W.C.Kelsey	Maxwell	1m30.2 & 1m30.4
2		John Lee	Jackson 35/40	1m38.4

Match Race 2 – three runs

1	H.E.Wilson	Rambler 35/40	1m30.6 & 1m30.6 & 1m26.4
2	A.R.Bangs	Franklin 20	? & 1m31.0 & 1m28.0

Originally scheduled to settle an argument over the hillclimbing abilities of Maxwell and Jackson cars at the Automobile Show, two other dealers learned of the planned event and joined in. The timing was done by members of the Chronograph Club of Boston. There were several other private trials of individual cars which had been driven out to the hill to watch the matches. The times were considered particularly fast given that the hill was covered with ice and snow.

Ventnor Beach, NJ

25th-27th April 1906

FP	#	Driver	Car	Time
25th April: 1 mile - Steam Record Trial				
		H.Ernest Rogers	Stanley Steamer 18	0:00:42.6, 84.5 mph
25th April: 1 mile - 4 Cylinders, flying start				
	1	William Hilliard	Napier 80	0:00:46.4, 77.6 mph
	2	Montague Roberts	Thomas 50	
25th April: 1 mile - Gasoline cars, standing start				
	1	Walter Christie	Christie 110	0:00:53.0, 67.9 mph
	2	William Hilliard	Napier 80	Finished
	3	A.S.Robinson	Thomas 50	Finished
25th April: 1 mile - Touring, Stripped, under 50 hp				
	1	Montague Roberts	Thomas 50	0:01:02, 58.1 mph
	2	E.B.Jackson	Chadwick 40	Finished
	3	Charles Soules	Pope-Toledo 35	Finished
25th April: 1 mile - Time Trials				
		Montague Roberts	Thomas 50	0:00:56.8, 63.4 mph
26th April: 1 mile - Gasoline Trials				
	1	Joan Cuneo	Maxwell 10	0:01:25.6, 42.1 mph
	2	Charles Fleming	Maxwell 10	0:01:29.4
	3	Mrs.H.E.Rogers	Maxwell 10	0:01:31.0
	4	W.M.Davis	Maxwell 10	0:01:36.6
26th April: 1 mile - Gasoline				
	1	R.L.Lockwood	Red Bird 32	0:01:00.4, 59.6 mph
	2	Joan Cuneo	Maxwell 10	0:01:36.6
	3	Charles Fleming	Maxwell 10	Finished
26th April: 1 mile - Heavyweight Gasoline, Heat 1				
	1	Montague Roberts	Thomas 60	0:00:56.0, 64.3 mph
	2	William Hilliard	Napier 80	Finished
	3	A.S.Robinson	Thomas Flyer 50 Finished	
26th April: 1 mile - Heavyweight Gasoline, Heat 2				
	1	Walter Christie	Christie 110	0:00:46.8, 76.9 mph
	2	Guy Vaughn	Darracq 80	Finished
26th April: 1 mile - Heavyweight Gasoline, Final				
	1	Walter Christie	Christie 110	0:00:46.8, 76.9 mph
	2	Guy Vaughn	Darracq 80	Finished
26th April: 1 mile - Touring Cars, under 50 hp, Heat 1				
	1	Hugh Harding	English Daimler 30-35	
	2	W.C.Thomas	Thomas Flyer 50	
	3	Montague Roberts	Thomas Flyer 50	
26th April: 1 mile - Touring Cars, under 50 hp, Heat 2				
	1	Archie Hughes	Pierce 40-45	0:01:07.4, 53.4 mph
	2	J.E.Bristol	Pierce 40-45	Finished
	3	Charles Soules	Pope-Toledo 35	Finished
26th April: 1 mile - Touring Cars, under 50 hp, Heat 3				
	1	Ernest Kelly	Thomas Flyer 50	0:01:13.0
	2	Stewart Elliott	Pope-Toledo 35	Finished
	3	H.J.Koehler	Buick 22	Finished
26th April: 1 mile - Touring Cars, under 50hp, Final				

1	J.E.Bristol	Pierce 40-45	0:01:08.4
2	W.C.Thomas	Thomas Flyer 50	Finished
3	Archie Hughes	Pierce 40-45	Finished

26th April: 1 mile - Gasoline Runabouts, under $1000

1	H.J.Koehler	Buick 22	0:01:15.6
2	Willie Haupt	Buick 22	Finished
3	Charles Fleming	Maxwell 10	Finished

27th April: 1 mile - Record Trials, Heavyweight Gasoline

	Walter Christie	Christie 110	0:00:35.2, 102.3 mph
	Guy Vaughn	Darracq 80	0:00:39.0
	William Wallace	Darracq 80	0:00:39.6
	Montague Roberts	Thomas 60	0:00:51.6
	Hugh Harding	English Daimler 30-35	0:00:55.2
	A.S.Robinson	Thomas Flyer 50	0:00:57.0

27th April: 1 mile - Chauffeurs' Handicap, Heat 1

1	W.C.Muller	Thomas 50	0:01:26	0:25 Handicap
2	Montague Roberts	Thomas 60	Finished	0:15 Handicap
3	Hugh Harding	English Daimler 30-35	Finished	0:20 Handicap

27th April: 1 mile - Chauffeurs' Handicap, Heat 2

1	E.C.Johnson	White Steamer 18	0:01:22.8	0:40 Handicap
2	Albert Kane	Pope-Toledo 35	Finished	0:40 Handicap
3	H.Ernest Rogers	Stanley Steamer 18	Finished	0:00 Handicap

27th April: 1 mile - Chauffeurs' Handicap, Heat 3

1	E.C.Johnson	White Steamer 18	0:01:25
2	Montague Roberts	Thomas 60	Finished
3	Albert Kane	Pope-Toledo 35	Finished
4	Hugh Harding	English Daimler 30-35	Finished
5	W.C.Muller	Thomas 50	Finished

27th April: 1 mile - Free-Formula, Heat 1

1	H.Ernest Rogers	Stanley Steamer 18	0:00:49.2, 73.2 mph
2	Guy Vaughn	Darracq 80	Finished
3	William Wallace	Darracq 80	Finished
4	Montague Roberts	Thomas 60	Finished
5	Ernest Kelly	Thomas 50	Finished

27th April: 1 mile - Free-Formula, Heat 2

1	William Wallace	Darracq 80	0:00:53.4, 67.4 mph
2	Montague Roberts	Thomas 60	Finished
3	Ernest Kelly	Thomas 50	Finished

27th April: 1 mile - Free-Formula, Heat 3

1	Guy Vaughn	Darracq 80	0:00:47.0, 76.6 mph
2	H. Ernest Rogers	Stanley Steamer 18	Finished
3	William Wallace	Darracq 80	Finished

27th April: 1 mile - Free-Formula, Heat 4

1	Guy Vaughn	Darracq 80	0:00:47.8, 75.3 mph
2	William Wallace	Darracq 80	Finished
3	H. Ernest Rogers	Stanley Steamer 18	Finished

27th April: 1 mile - Handicap, 60+ mph cars

1	A.S.Robinson	Thomas Flyer 50	0:01:13.2, 49.2 mph	0:50 Handicap
2	Montague Roberts	Thomas 60	0:01:13.4	0:00 Handicap

Giants' Despair, Wilkes Barre, PA

10th May 1906

FP	#	Driver	Car	Time

Free-Formula

1	Hugh Harding	English Daimler 45	0:02:16.2, 28.55 mph
2	S.H.Hancock	Stevens-Duryea 50	0:02:27.0
3	C.W.Kelsey	Maxwell 36	0:03:04.2
	Ralph Mongini	Matheson 60	Stalled

Stock Chassis, under $1000

1	H.J.Koehler	Buick 22	0:03:10.4, 20.42 mph
	Charles Fleming	Maxwell 10	Crashed into ditch

Stock Chassis, under $1500

1	H.J.Koehler	Buick 22	0:03:00.8, 21.50 mph
2	E.F.Scheifler	Jackson 20	0:04:49.2
4	C.W.Kelsey	Maxwell 19	0:05:25.0
	Ralph Owen	Reo 16	Stalled

Stock chassis, $2600-$3600

1	Herbert Bitner	Rambler 35	0:03:18.2, 16.62 mph
2	Stewart Elliott	Pope-Toledo 35	0:03:25.6
3	C.W.Kelsey	Maxwell 36	0:03:27.2
4	Frank Lescault	Matheson 24	0:04:24.2

Stock Chassis, under $2500

1	Charles Soules	Pope-Toledo 24	0:02:56.8, 21.99 mph
2	Herbert Bitner	Rambler 35	0:03:21.2
3	H.J.Koehler	Buick 22	0:03:21.2
4	R.E.Pardee	Stoddard-Dayton 30	0:04:31.4
5	E.C.Johnson	White Steamer 18	0:05:06.6
6	C.W.Kelsey	Maxwell 19	0:05:14.0

Stock Chassis, under $5000

1	S.H.Hancock	Stoddard-Dayton 50	0:02:27.0, 26.45 mph
2	Valentine Bliss	Pope-Toledo 45	0:03:12.0
3	Stewart Elliott	Pope-Toledo 35	0:03:51.8
4	Frank Lescault	Matheson 24	0:04:05.2
5	E.C.Johnson	White Steamer 18	0:05:51.6

Stock Chassis, under $9000

1	Hugh Harding	English Daimler 45	0:02:11.2, 29.63 mph
2	Stewart Elliott	Pope-Toledo 35	0:03:16.6
3	Charles Greuter	Matheson 40	0:03:31.2
	Ernest Kelly	Thomas 50	Stalled
	Ralph Mongini	Matheson 60	Stalled

Minneapolis, MN

19th May 1906 - 0.38 mile hillclimb

FP	#	Driver	Car	Time
Class 1, under $800				
1		Gus Ringlund	Cadillac 10	0:01:15.75
2		F.M.Overhout	Wayne 14	0:01:24.0
3		W.C.Thornhill	Reo 8	0:01:25.0
Class 2, $800-$1500				
1		W.E.Wheeler	Buick 22	0:00:47.0
2		Henry Pence	Buick 22	0:00:48.25
3		E.N.Young	Buick 22	0:00:51.25
Class 3, $1500-$3000				
1		C.C.Evans	Buick 22	0:00:43.5
2		J.J.Barclay	Oldsmobile 40	0:00:43.75
3		E.J.Phelps	Ford 40	0:00:44.75
Class 4				
1		Henry Pence	Pope-Toledo 35	0:00:37.75
2		J.J.Barclay	Thomas 50	0:00:38.75
3		Charles Myers	Peerless 35	0:00:40.0
Class 5, "Freak" class				
1		N.C.Wilson	Wilson Steamer 4.5	0:00:37.8
2		George Chaplin	Royal 40	0:00:47.0
Class 6				
1		R.Douglas	Jackson 20-24	0:01:02.8

It was also reported that Ernest Simpson won a $200 loving cup (a cup passed round at the end of a feast for all to drink from) after driving a Mitchell 30 hp up the hill in 43.5s – it isn't known which class the car competed in. The meeting was run by the Minneapolis Auto Club.

Paddock Road, Cincinnati, OH

19th May 1906 - Hillclimb

FP	#	Driver	Car	Time
Runabouts, 1-12 hp				
1		A.R.Morgan	Franklin 12	0:01:26
2		A.G.Brunsman	Stoddard-Dayton 12	0:01:30
Touring Cars, 12-24 hp				
1			Wayne 20	0:01:34
2		J.Baum	Buick 20	0:01:47
Touring Cars, 24-35 hp				
1		F.F.Bradley	Pope-Toledo 35	0:01:09
2		A.G.Brunsman	Stoddard-Dayton 35	0:01:18.2
Touring Cars, 35-50 hp				
1		F.F.Bradley	Pope-Toledo 35	0:01:07
2		Henry Burkhold	Thomas 50	0:01:23
Free-Formula				
1		O.F.Pogue	Packard 24	0:01:01
2		W.A.Balke	Packard 24	0:01:02.8

Glen Valley Hill, IN

24th May 1906 – Indianapolis, Hillclimb

FP	#	Driver	Car	Time
Owner's contest				
1		Edgar Apperson	Apperson 40	0:00:31.2
2		W.L.Carr	Buick 20	0:00:41.4
Light runabouts				
1		S.W.Elston	Franklin 12	0:00:35.6
2		Harry Stutts	Franklin 12	0:00:53.8
Runabouts, 1432-2204 lbs				
1		Waltman	Premier 16	0:00:42.0
2		Whittle	Buick 20	0:00:42.0
Light touring cars, 1432-2204 lbs, three passengers				
1		F.L.Moore	Stoddard-Dayton 30	0:00:36.4
2		Whittle	Buick 22	0:00:46.0
Touring cars over 2204 lbs, five passengers				
1		Howard Marmon	Marmon 30	0:00:40.8
2		Jap Clements	National 35-40	0:00:45.8
Stock cars, under $850				
1		Cherry	Leader 16	0:00:50.6
2		Willis	Maxwell 10	0:01:00.6
Stock cars, $850-$1500				
1		Whittle	Buick 20	0:00:37.4
2		Wellsman	Premier 16	0:00:40.6
Stock cars, $1500-$2000				
1		S.W.Elston	Franklin 12	0:00:39.2
2		Lambert	Lambert 30	0:00:42.8
Stock cars, $2000-$3000				
1		F.L.Moore	Stoddard-Dayton 35	0:00:32.2
2		Howard Marmon	Marmon 30	0:00:36.6
Stock cars, over $3000				
1		Edgar Apperson	Apperson 40	0:00:33.0
2		Harry Stutts	Peerless 28-30	0:00:45.4

Dead Horse Hill, Worcester, MA

24th-25th May 1906 - 1 mile hillclimb

FP	#	Driver	Car	Time
24th May: Stock Cars, amateurs				
1		H.F.Grainger	Stanley Steamer 20	0:01:31.0
2		M.P.Whittall	Pierce 45	0:02:01.0
3		M.E.Dixon	Pope-Hartford 25	0:02:15.0
4		R.M.Garfield	Stearns 45	0:02:36.0
24th May: Stock Cars, steam				
1		Leo Baldwin	Stanley Steamer 20	0:01:26.0
24th May: Stock Gasoline, $850				
1		Mrs.H.E.Rogers	Maxwell 10	0:03:31.0
2		Ralph Coburn	Maxwell 10	0:03:45.4
3		R.S.Crawford	Crawford 10	0:04:04.2
24th May: Stock Gasoline, amateurs, under $850				
1		Mrs.H.E.Rogers	Maxwell 10	0:03:23.4
2		Ralph Coburn	Maxwell 10	0:03:46.0
24th May: Stock Gasoline, $850-$1250				
1		H.J.Koehler	Buick 22	0:01:52.0
2		Ralph Owen	Reo 16	0:02:01.4
3		B.N.Crockett	Buick 22	0:02:11.0
4		F.H.Pratt	Reo 16	0:02:26.0
5		D.F.McArthur	Jackson 20-24	0:03:07.0
6		E.F.Scheifler	Jackson 20-24	0:03:30.4
24th May: Stock Gasoline, amateurs, $850-$1250				
1		Pope	Reo 10	0:01:58.4
2		M.P.Whittall	Buick 22	0:02:41.0
3		Baker	Reliance 22	0:04:04.0
24th May: Stock Gasoline, $1259-$2000				
1		G.M.Weatherbee	Crawford 24-28	0:02:56.2
2		A.W.Stockbridge	Maxwell 16	0:03:25.2
3		R.Driscoe	Queen 26-28	Ditched
24th May: Stock Gasoline, amateurs, $1250-$2000				
1		C.R.Thomas	Reo 16	0:02:11.4
2		Poor	Crawford 24-28	0:03:12.2
3		Miss Des Roches	Franklin 12	0:03:35.0
24th May: Stock Gasoline, $2000-$3000				
1		James Grady	Pope-Hartford 20-25	0:01:50.0
2		C.W.Kelsey	Maxwell 35	0:01:57.4
3		C.F.Barrett	Columbia 24-28	0:02:05.2
4		H.E.Wilson	Rambler 35	0:02:17.0
5		Hiram Maxim	Columbia 24-28	0:02:19.4
6		F.E.Wing	Marmon 30	0:02:27.0
7		Whittle	Pope-Hartford 25	0:02:49.0
8		Fred Allen	Oldsmobile 26	0:02:55.0
9		Ash	Marmon 30	0:03:19.0
10		Edward B.Blakely	Jackson 40-45	0:03:39.0
11		Sproat	Stoddard-Dayton 35	0:06:19.0
24th May: Stock Gasoline, amateurs, $2000-$3000				
1		George Emerson	Marmon 30	0:02:26.4
24th May: Stock Gasoline or Steam, $2000-$3000				
1		H.E.Wilson	Rambler 35	0:02:15.4
2		F.E.Wing	Marmon 30	0:02:24.4
3		Ash	Marmon 30	0:03:00.0
24th May: Stock Gasoline, $3000-$5000				
1		Duryea	Stevens-Duryea 50	0:01:14.6
2		Eddie Bald	Columbia 35	0:02:00.0
3		Miller	Thomas 50	0:02:04.6
4		Stewart Elliott	Pope-Toledo 40	0:02:05.4
5		Whittle	Pope-Toledo 40	0:02:16.0
6		Read	Stearns 40	0:02:18.2

7	Baker	Royal Tourist 40	0:02:38.8
8	H.D.Church	Royal Tourist 40	0:02:41.8
9	Edward B.Blakely	Jackson 40	0:02:57.4

24th May: Stock Gasoline, amateurs, $3000-$5000

1	J.Shepard	Columbia 40-45	0:01:54.8
2	Stewart Elliott	Pope-Toledo 35-40	0:02:15.0
	M.P.Whittall	Pierce 45	Ditched

24th May: Stock Gasoline, over $5000

1	R.E.Traiser	Napier 60	0:01:37.8
2	E.Hill	Fiat 50	0:01:38.4

24th May: Stock Gasoline, amateurs, over $5000

1	Hugh Harding	De Dietrich 80	0:01:19.2

24th May: Gasoline, heavyweight class

1	S.H.Hancock	Stevens-Duryea 50	0:01:10.0
2	Hugh Harding	English Daimler 35-40	0:01:12.0
3	William Hilliard	Napier 80	0:01:14.0
4	James Grady	Pope-Hartford 25	0:01:28.2
5	A.L.Campbell	Darracq 80	0:01:34.0
6	Hiram Maxim	Columbia 24-28	0:01:36.0
7	R.D.Grant	Berliet 40	0:01:41.4

24th May: Cars 851-1432 pounds

1	Leo Baldwin	Stanley Steamer 20	0:01:06.8
2	H.Ernest Rogers	Stanley Steamer 20	0:01:13.4
3	Hiram Maxim	Columbia 24	0:01:35.0
4	H.J.Koehler	Buick 22	0:01:43.8

24th May: Stock, 551-851 pounds

1	Mrs.H.E.Rogers	Maxwell 10	0:03.02.0
2	Ralph Coburn	Maxwell 10	0:03.13.0

24th May: Cars over 2204 pounds

1	R.D.Grant	Berliet 40	0:01:16.0
2	H.E.Wilson	Rambler 35	0:01:58.4

24th May: Free-Formula

1	A.L.Campbell	Darracq 80	0:01:02.0
2	S.H.Hancock	Stevens-Duryea 50	0:01:09.4
3	William Hilliard	Napier 80	0:01:13.4
4	Moore	Premier 100	0:01:37.0

24th May: Free-Formula, Gasoline

1	A.L.Campbell	Darracq 80	0:01:02.2
2	R.D.Grant	Berliet 40	0:01:19.2
3	Joe Downey	De Dietrich 80	0:01:23.4
4	H.E.Wilson	Rambler 35	0:02:06.0

24th May: Runabout Class

1	L.Markle	Corbin 24	0:01:57.4
2	George Kimball	Corbin 24	0:01:59.6
3	Burrage	Frayer-Miller 24	0:02:42.0
4	Breed	Buffum 24	0:02:50.2

25th May: Gasoline, All Prices

1	M.Percival	Pierce-Arrow 24	0:03:15.4
2	George Webb	Columbia 35	0:03:46.0

25th May: Steam, All Prices

1	B.Holland	Stanley Steamer 10	0:01:38.0
2	Frank Durbin	Stanley Steamer 10	0:01:41.0

25th May: Gasoline, $850 and under

1	George Kimball	Ford 10	0:03:26.2
2	Fred Peabody	Ford 10	0:03:31.0

25th May: Gasoline, $1250 and under

1	H.L.Newton	Elmore 16	0:02:32.8
2	W.E.Eldridge	Buick 22	0:02:43.8

25th May: Gasoline, $2000 and under

1	Hiram Maxim	Columbia 18	0:02.45.8
2	Ralph Coburn	Stoddard-Dayton 15	0:03:05.2

25th May: Gasoline, $3000 and under

1	J.F.Duryea	Stevens-Duryea 20	0:02:14.8
2	C.S.Hinshaw	Thomas 40	0:02:22.6

25th May: Gasoline, $6000 and under

1	John Snow	Peerless 35	0:01:43.4
2	George Soules	Pope-Toledo 30	0:01:46.6

25th May: Gasoline, 1432-2204 pounds

1	A.L.Campbell	Mercedes 90	0:01:09.0
2	William Hilliard	Napier 60	0:01:16.0

25th May: Gasoline, 857-1432 pounds

1	Fred Marriott	Stanley Steamer 10	0:01:34.4
2	J.F.Duryea	Stevens-Duryea 20	0:01:42.4

25th May: Gasoline, 551-851 pounds

1	B.Holland	Stanley Steamer 10	0:01:24.4
2	Frank Durbin	Stanley Steamer 10	0:01:25.2

25th May: Gasoline, over 2204 pounds

1	Eddie Bald	Columbia 35	0:01:49.0
2	George Reed	Stearns 40	0:01:49.2

25th May: Open

1	William Hilliard	Napier 60	0:01:12.6
2	George Cannon	Grout 50	0:01:21.2

Hyde Park, MA

30th May 1906

FP	#	Driver	Car	Time

5 miles - Stock steam cars

1	H.Ernest Rogers	Stanley Steamer	0:05:33.4

5 miles - Stock gasoline cars under $1000, Heat 1

1	Ralph Coburn	Maxwell 10 hp	

5 miles - Stock gasoline cars under $1000, Heat 2

1	Dr J.F.Hovestadt	Buick 22 hp	0:07:24
2	Ralph Coburn	Maxwell 10 hp	

5 miles - Stock gasoline cars, $1000-$2000, Heat 1

1	F.A.Grout	Grout 28-30	0:07:13
2	E.P.Vlake	Jackson 20-23	

5 miles - Stock gasoline cars, $1000-$2000, Heat 2

1	G.M.Weatherbee	Crawford 24	0:07:32.4
2	H.Foss	Mitchell 24	

5 miles - Stock gasoline cars, $1000-$2000, Final

1	F.A.Grout	Grout 28-30	0:07:00.6
2	G.M.Weatherbee	Crawford 24	

5 miles - Stock gasoline cars, $2000-$3000, Heat 1

1	F.A.Mathey	Ddolson 45-50	0:06:52
2	F.A.Grout	Grout 35	

5 miles - Stock gasoline cars, $2000-$3000, Heat 2

1	Fred Allen	Oldsmobile 26	0:07:33.6
2	Harry Wollaver	Columbia 24-28	

5 miles - Stock gasoline cars, $2000-$3000, Final

1	H.E.Wilson	Rambler 35	0:06:32.8
2	P.A.Mathey	Dolson 45-50	
3	Harry Wollaver	Columber 24	

5 miles - Stock gasoline cars, $3000-$5000

1	George Reed	Stearns 40	0:06:44.4
2	H.E.Wilson	Rambler 35	

10 miles - Free-For-All, Heat 1

1	Charles Basle	Mercedes 90	0:09:27.2, 63.49 mph
2	Frank Durbin	Stanley Steamer 30	0:09:29

10 miles – Free-For-All, Heat 2

1	Fred Marriott	Stanley Steamer 30	0:10:24.6, 57.64 mph
2	Emanuel Cedrino	Fiat 24	

10 miles – Free-For-All, Final

Marriott did not compete in the final, so Basle won by default.

10 miles – Match Race

1	Charles Basle	Mercedes 90	0:10:10.6
2	W.H.Hilliard	Napier 80	

10 miles – Gasoline cars, Handicap

1	H.P.Maxim	Columbia 24	0:14:38.8	3:30 Handicap
2	George Reed	Stearns 40		2:00 Handicap
3	H.E.Wilson	Ramber 35		2:00 Handicap

5 miles – Exhibition Time Trials

Emanuel Cedrino	Fiat 24	0:05:04.6
D.W.Moore	Premier 100	0:05:23.6

1 mile – Exhibition Time Trials

H.P.Maxim	Columbia 24	0:01:12.6
Charles Basle	Mercedes 90	0:00:54.6
Fred Marriott	Stanley Steamer	0:00:57.4

Basle set a new track record for Readville.

Pizmo Beach Endurance Run

7th-8th June 1906 – Los Angeles-Pizmo Beach: 323 miles

Route:

Day 1: Starts in Los Angeles Plaza. Then ran north on Fernando Street to Bellevue Avenue, then Sunset Boulevard and along Prospect Avenue to Hotel Hollywood and the second control after the first at the start. From there the route went up Prospect Avenue to Cahuenga Pass, and then along El Camino Real to Encino and the third control. From Encino the cars went along El Camino Real to Calabasas Post Office (the fourth control), Newberry Park, and then onto Conejo (the fifth control). The route then went up the Conejo Pass to the sixth control at Camarillo, then through Springville, El Rio, Montalvo and into Ventura for lunch and the seventh control. From Ventura the route goes north past the mission to the Casitas Road and up the pass to the eighth control. The route then went along El Camino Real to Shepard's Inn, and then on to Santa Barbara. At the city limits the cars went along Ocean Boulevard to State Street, and the tenth control at the Hotel Potter.

Day 2: The cars went along De La Vina Street and Holister Avenue to Goleta, and then on to a control at Naples. They then followed the coast road to Quemada's store (the twelfth control), and Gaviota post office (thirteenth control). The cars then climbed the Gaviota Pass, and went to the fourteenth control at the Santa Ynez Mission. From there the cars went around Los Olivos, through Foxin Canyon to Garey and the fifteenth control. The cars then followed the main road to Santa Maria and the sixteenth control at the Hart House. The route continued on to Arroyo Grande (seventeenth control) and on to Pizmo.

Organised by the Pizmo Country Club, it was to be followed by two days of racing on the sands themselves on the 10th and 11th June, coinciding with unusually low tides. Races were for stock cars and racing cars, with the Stewart-Garbutt Greyhound and the old 999 Ford previously raced by Henry Ford, Barney Oldfield and Tom Cooper expected to compete against each other. The Ford had been fitted with a new carburettor and tuned up by its new driver, Bruno Seibel.

Entrants:

H.Z.Gump	Jackson
E.W.Howes	Frayer-Miller
Parker	Tourist
V.M.Varney	Tourist
W.L.Willcox	Maxwell
	Maxwell
	Royal

No car made a perfect score. The Royal had a Yale lock fitted to its petrol tank, and lost three hours trying to open it, losing it points due to late arrival at the next control. One of the Tourist cars won overall. The Maxwell of Willcox made the best run with regard to consumption of lubricating oil, using only half a pint.

Pizmo Beach Races

10th-11th June 1906

Slow Race – Slowest time in the highest gear

1	E.W.Howe	Frayer-Miller

1 mile – Time Trials

	Harold Stone	Pope-Toledo "Rl Valiente"	1:04

Runabouts

- Dr Janney

? race

1	L.C.Parker	Tourist
2	George Hart	Pope-Toledo

Hart thought that he had crossed the finishing line and slowed early, allowing Parker to win by inches.

Stock cars

1		Tourist

All of the races were started by an electric bell, but they had forgotten to put in a cut-out at the quarter-mile mark, so the reverse-gear race had to be started by a gun. The starter didn't have one, so he asked the crowd if someone could lend him one. A dozen or so men answered his question, and according to the Los Angeles Times "the starter was offered his choice of a fine collection. Even a Winchester made its appearance a trifle too late to be chosen."

Doon, IA

13th June 1906

FP	#	Driver	Car	Time
1		Henry Meyn		

This race was part of the Doon Picnic.

Los Angeles, CA

29th-30th June 1906 – 160 miles

This was the Second Annual Endurance Run "Around the Kite" for the Los Angeles Examiner Cup, and lasted for 48 hours. It was run by the Dealers' Association, and went via Pasadena, San Bernardino, Riverside, Santa Ana Canyon and back to Los Angeles.

Des Moines, IO

July 1906 - Hillclimb

FP	#	Driver	Car	Time
1		Guy Vaughn	Stearns 30 hp	0:02:28.0

Hawthorne Horse Track, IL

3rd-4th July 1906 – 1 mile dirt oval

FP	#	Driver	Car	Time
3rd July: 50 miles – International Endurance Derby				
1		Ollie Savin	Thomas	1:06:19
2		W.J.McDonald	Columbia	
3		George Crane	Knox	
3rd July: 3 miles – Time Trial against the Harlem record for the Corrigan prize				
		Barney Oldfield	Peerless Green Dragon	0:03:15

3rd July: 3 miles – Cars, $1000-$2000

1	Otis C.Friend		0:05:46	

3rd July: 3 miles - Free-For-All, Hawthorne Handicap

1	A.C.Webb	Premier	0:05:38	scratch
2	Ollie			0:45 handicap
3	Fred Good			1:00 handicap

3rd July: 5 miles – Free-For-All, Great Illinois Sweepstakes, Heat 1

1	C.E.Coey	Thomas Tornado	0:04:24.2
2	Jerry Ellis	Frayer-Miller	

3rd July: 5 miles – Free-For-All, Great Illinois Sweepstakes, Heat 2

1	A.C.Webb	Premier	0:04:03.0
2	Paul Albert	Buick White Streak	

3rd July: 5 miles – Free-For-All, Great Illinois Sweepstakes, Heat 3

1	Barney Oldfield	Peerless Green Dragon	0:03:53.4
2	H.W.Freeberg	Buick White Flyer	

4th July: 100 miles – Hawthorne Endurance Derby

1	G.V.Rogers	Mitchell 30	2:23:21
2	Otis C.Friend	Mitchell	92 laps
3	W.H.McDonald	Columbia	91 laps
4	W.R.Willett		85 laps
5	Charles Birchwood		76 laps
6	F.Sweigert		57 laps
7	W.H.Hoops		57 laps
8	Charles Brethauer		25 laps

4th July: 3 miles – Cars $1000 and under

1	W.R.Willett	Buick	0:03:18.4
2	A.D.Kennedy	Buick	

4th July: 3 miles, Cars $1000-$2000

1	Henry J.Meister	Mitchell	0:04:38.2
2	W.R.Willett	Buick	

4th July: 3 miles, Cars $2000-$3000

1	J.H.Oninga	Stevens-Duryea	0:04:30
2	V.G.Williams	Royal	

4th July: 5 miles – Dealers' Handicap

1	W.N.Endicott	Moline		1:10 handicap
2	Charles A.Coey	Thomas Tornado	0:05:36	scratch

4th July: 5 miles – Corrigan Sweepstakes

1	A.C.Webb	Premier	0:05:35
2	Charles A.Coey	Thomas Tornado	
3	H.W.Freeberg	Buick	
R	H.W.Barnes		accident

Barnes' tyre detached, and he crashed into the fence. He was uninjured.

4th July: 5 miles – Great Illinois Sweepstakes, Heat 1

1	Barney Oldfield	Peerless Green Dragon	0:03:27
2	A.C.Webb	Premier	

4th July: 5 miles – Great Illinois Sweepstakes, Heat 2 & Final

1	Barney Oldfield	Peerless Green Dragon	0:03:14.2
2	Charles A.Coey	Thomas Tornado	

4th July: 3 miles – Exhibition

	H.W.Freenberg		0:03:39.4

Oldfield arrived at the circuit on the 1st July to practice at speed, along with several other drivers such as Webb Jay.

III Glidden Tour of the American Automobile Association

12th-28th July 1906 – 1100 miles

A long distance pleasure trip, the Glidden Tour was more akin to a rally than a race. There were two separate trophies awarded – the Glidden Cup for touring cars, and the Deming Trophy for those not competing for the Glidden Cup who make the best regularity record with running

repairs and adjustments in garages being permitted. Cars were started each morning at a certain time, and must arrive at the destination within two minutes of a specified time or be penalized a number of points based on the amount of time they arrived behind schedule. Cars were also penalized for any repairs made along the way, except for replacing tyres. Drivers were allowed a certain length of time for replacing damaged tyres, and this was taken into account at the check-in each evening.

There were two pilot cars which headed the tourists. The first pilot car checked that the way was clear, and the second scattered confetti along the road to guide the following tourists. The lead pilot car may not be overtaken during the event. There was a third course car used at the tail of the course to pick up the checkers at the check points, and to act as a general utility vehicle. This car was a six cylinder Great Arrow owned by F.S.Dey.

Thursday July 12th – Buffalo-Auburn
The steam car of Webb Jay was completely destroyed in a gasoline explosion in Geneva, NY. The supply man Gregor Grant was burned around the face, hands and legs, although Mr and Mrs Jay escaped injury – they only suffered the complete conflagration of their luggage. A new White steamer was shipped to him so he could continue on the tour, although not as a contestant.

Friday July 13th – Auburn-Utica
Road manners seemed to have been problematic this day. Watson Coleman was repairing a tyre when a fellow tourist came flying down the road and didn't bother trying to avoid Coleman who was in the road. Coleman had to jump out of the way.

Saturday July 14th – Utica-Saratoga
Road manners were still problematic this day. One of the tourists decided to overtake fellow tourist Jack Snow, and just avoided removing the front wheel of Snow's car.
F.J.Pardee's riding mechanic, W.S.Birmingham, lost the index finger of his right hand when adjusting the car – it caught in a gear wheel and was crushed. Birmingham had the finger amputated and took a train home, Pardee taking over the driving duties from him.
The foreign cars suffered in particular on this stage, as they were built for the better roads of Europe, whereas the American built cars were used to the conditions, and had more ground clearance. Wiley's Clement-Bayard didn't clock in that evening, and Morris' Daimler had the fly-wheel encasement knocked off, although it continued.

Sunday July 15th – Rest day in Saratoga

Monday July 16th – Saratoga-Elizabethtown
The roads to Elizabethtown were steep, narrow, mountainous and winding, and the bridges weren't used to the strain of sixty cars, and some broke under the strain. To make things worse, the 5th US Infantry was ahead of the motorists performing a route march, and their heavy wagons broke two bridges, which necessitated a detour of twelves miles up some big inclines. Even so, the pilot car of Walter White managed to hit one of the wagons and remove a wheel, but Webb Jay came along with another shortly afterwards.

Tuesday July 17th – Elizabethtown-Lake Champlain Hotel

Wednesday July 18th – Lake Champlain Hotel-Montreal

Thursday July 19th – Rest day in Montreal

Friday July 20th – Montreal-Trois Rivieres

Saturday July 21st – Trois Rivieres-Quebec City

Sunday July 22nd – Rest day in Quebec City

Monday July 23rd – Rest day in Quebec City

Tuesday July 24th – Quebec City-Jackman
Theodore Schulz broke a front axle while running, and had a repair done at a local black smith's. While the repair was being made, the mayor of the town of St.George in Quebec came to Mr Schulz and asked that he send him the bill for the town to pay, as the roads were supposed to be kept in good repair.

Wednesday July 25th – Jackman-Waterville
Rule changes were made on this day – only three checkers were sent out rather than seven, and the day of rest scheduled for Friday 27th was removed (see later). The extra checkers were intended to prevent the tourists from racing from control to control, thus ensuring they kept up a more even pace.
On the run out of Jackman, Palmer Abbott failed to negotiate a turn and rolled over an embankment, turning over twice. No-one was hurt.

Thursday July 26th – Waterville-Rangeley Lakes

Friday July 27th – Rest day in Rangeley Lakes. This was the original schedule, but the Saturday 28th leg was brought forward a day, so instead of a day of rest the competitors went from Rangeley Lakes-Bretton Woods.
Ezra Kirk had a perfect score leaving Rangeley Lakes, but then had two punctures and then broke his chain, causing his points loss. Leaving Weld, Walter White met a team of horses and in trying to get out of the way, he hit two big boulders and overturned, badly damaging the car – White was uninjured. A few miles later, H.S.Knowles overturned while going round a sharp bend, with fortunately no injury to car, driver or passengers.

Percy Pierce and the Buffalo Automobile Club retained the Glidden Cup, and there were thirteen cars with clean scores. All thirteen were awarded with silver medals, but the rules of the cup said that the trophy shall remain in the possession of the holding club until won by the representative of some other club. As Pierce had a clean run and there was no outright "winner", the Buffalo Club kept the cup. C.W.Kelsey was awarded the Deming Trophy. He finished with the same time as A.W.Post, but Post resigned in favour of Kelsey. Shortly after the event, there were severe doubts as to whether another Glidden Tour would be held.

There were 81 entrants, but 19 did not appear.

Known entrants

#	Car	Driver	Passengers/notes
		Cairs Binch	
		George Otis Draper	
		James M.Morrison	
		W.Ridgewood	
	Harrison		Disqualified during event
	Oldsmobile	Palmer Abbott	
	Columbia	Charles F.Barrett	Achieved a perfect score.
	Packard	J.W.Beach	
	Oldsmobile	John Binford	
	White	F.L.Braine	
	Elmore	J.H.Brocker	
	Buick	W.C.Burant	
	Peerless	Charles Burman	
	Columbia	W.W.Burke	
	Packard	Gus G.Buse	
	White	J.G.Cassatt	
	White Steamer	Watson Coleman	
	Corbin	Philip Corbin Jr	
	Stevens-Duryea	Robert Crawford	
55	Crawford	W.A.Danger	
	Thomas	J.M.Davis	
	Pope-Hartford	W.L.Davis	
	Pierce Great Arrow	Philip Flynn	
	Reo	T.P.C.Forbes	
50	Corbin	M.S.Hart	
	Haynes	Elwood Haynes	
	Stearns	Arthur Holden	
	Pierce Arrow	Archie Hughes	
	White Steamer	Webb Jay	Mrs Jay
	Pope-Toledo	J.M.Joules	
	Oldsmobile	Ernest Keeler	
	Maxwell	C.W.Kelsey	
	Thomas	Ezra Kirk	
	Maxwell	I.C.Kirkham	
	Locomobile	B.H.Knowles	
	Lozier	E.R.Lozier	
	Stoddard-Dayton	J.H.McDuffie	
	Pope-Hartford	Joseph A.Mechaley	
	Daimler	Thomas Morris	Withdrawn during event
52	Oldsmobile	R.R.Owen	
	Cleveland	W.H.Owen	Owned by Dexter Fairbanks
	Packard	T.J.Pardee	W.S.Birmingham was the riding mechanic
	Stearns	L.J.Peter	
	Pierce Arrow	Percy Pierce	
	White	Augustus W.Post	
	Peerless	F.H.Pretsch	
	Lozier	Arthur Rieb	
	Marmon	Theodore E.Shulz	
	White	H.K.Sheridan	
	Peerless	Jack L.Snow	
	Pope-Toledo	George Soules	
	Darracq	S.B.Stevens	

1	Apperson	N.H.Van Sicklen	
	Pope-Hartford	Wilber C.Walker	
	White Confette	Walter White	
20	Clement-Bayard	E.M.Wiley	Removed from score list due to it incurring so many penalties.
	Marmon	Frank E.Wing	
	Peerless	Charley Wridgway	
	Knox	W.E.Wright	

Grosse Pointe, MI

20th-21st July 1906

FP	#	Driver	Car	Time	
20th July: 5 miles					
1		Albert C.Webb	Premier	0:05:36, 53.57 mph	
2		Charles Coey	Thomas Flyer	0:05:44	
21st July: 3 miles – Wolverine Sweepstakes, Semi-Final					
1		Barney Oldfield	Peerless "Green Dragon"	0:03:18.8, 54.33 mph	
2		Charles Coey	Thomas Flyer		
21st July: 5 miles - Wolverine Sweepstakes, Final					
1		Barney Oldfield	Peerless "Green Dragon"	0:05:11.2, 57.88 mph	
2		Albert C.Webb	Premier	0:05:19	
21st July: 5 miles – Handicap					
1		Charles Coey	Thomas Flyer	0:05:58.2	3s handicap
2		Albert C.Webb	Premier		
3		H.W.Freeberg			
21st July: 5 miles – for fully equipped cars less than $2000					
1		Rodgers			
?		Charles Burman	Jackson		
R		J.W.Bate	Racine	hit Burman then fence	
50 miles					
1		Charles Burman	Jackson	1:04:43, 46.36 mph	
2		Charles Coey	Thomas Flyer	1:07:04	

Note that the Washington Post report of the 22nd July 1906 lists Rodgers as having won the 50 mile event on the 21st July. Whether this is the same 50 mile race as that listed above isn't known – there could have been more than one 50 mile race, the races taking part on different days.

First Annual Reliability Run of the Chicago Automobile Trade Association and the Chicago Automobile Club

26th July 1906 - Elgin-Aurora Century Course: 104 miles

Event started at 9am from the corner of Michigan Avenue and Hubbard Court. The weather was dry and it was anticipated that the course would be very dusty, so much so that one of the judges, George G.Greenburg, organised the "Dust Eaters' Club", and provided badges for the members. Entrants were issued with race cards which had to be stamped at each control, the competitive time starting when the cards were handed to the driver. Entrants were set off at one minute intervals.

The route out of Chicago was north along Michigan Avenue to Jackson Boulevard, west to Ashland Avenue, north to Washington, then west on Washington through Austin and Maywood and on to the Elgin road through Addison, Bloomingdale and Ontarioville, before arriving in Elgin. The distance was 39 miles, and had to be completed within 2h30.

From Elgin the route goes along the Fox river valley road, through St Charles, Geneva and Batavia, arriving in Aurora. The distance was 23 miles, and it had to be completed in 1h30.

From Aurora the course went through Naperville, Downers Grove, Hinsdale, La Grange and Riverside before arriving back at Michigan Avenue. This distance was 62 miles, and had to be completed in 3 hours.

The citizens of Addison were not very welcoming to the tourists, with protruding spikes having been fastened to the bridge planking on the way in. Joseph Gunther, Paul Henderson and others were also arrested for speeding there, although they all asserted that they were not violating the speed limit. Thomas Kincaide was lucky and avoided Addison altogether, his observer Kennedy having missed the confetti strewn across the road to show where they should go. They went some twenty miles out of their way before regaining the course the other side of Addison, but still arrived in Elgin on time.

There were thirty-six cars which managed to complete the course with perfect scores. The organisers hadn't anticipated such a large entry, so rather than giving trophies to the winners of each class as had been planned, a medal was given instead to each car which made a perfect score.

There were 88 entrants.

Known entrants:

#	Driver	Car	Clas	Owner/Entrant
		Mitchell		
	A.S.Aldrich	Pierce Great Arrow		
	Axel Levedahl	Rambler		
	W.B.Grammer	Thomas Flyer		
	Wright Elson	Rambler		
	L.P.Halladay	Halladay		
	C.P.Warner	Moline		
	O.H.Berz	Mitchell		
		Locomobile		
	Mrs L.T.Roenitz			
	Mrs F.B.Draper			
1	Walter L.Githens			
2	George Farnsworth			Mrs C.H.Foster
4	George A.Crane	Knox		
5	J.E.Plew	White		
10	James Gunther			
60	George K.Spohr	Pierce Great Arrow 18 hp	4	George K.Spohr
61	R.A.Meade	Pope-Toledo 35-40	4	M.A.Meade
62	W.F.Clemens	National 50	4	Ralph Temple Automobile Company
63	George H.Bird	Dolson 28-32	3	Bennett-Bird Company
64	Thomas A.Kincaide	National 35	4	Ralph Temple Automobile Company
65	Charles Brentham	Thomas Flyer 50	4	Andrew Ott
66	R.M.Owen	Reo 16	2	Ralph Temple Automobile Company
67	James Marsh	Locomobile 15-20	4	F.L.Mercer
68	V.Bendix	Holsman 10	1	Holsman Automobile Company
69	W.Hildreth	Holsman 10	1	Holsman Automobile Company
70	W.J.Boone	Northern 20	2	W.G.Tennant
71	C.H.Burras	Autocar 20	3	Charles H.Burras
72	R.W.Tansill	White Steamer 16	3	R.W.Tansill
73	Miss K.D.Swits	Autocar 28	4	Miss K.D.Swits
74	Bernard P.McAlecs	White Steamer 18	4	Mrs Mary Stolten
75	Max Lau	Lau & Pearson 28	4	Max Lau
76	W.B.Jenson	Maxwell 10	1	Maxwell-Briscoe-Chase Motor Co
77	Charles W.Price	Maxwell Speedster 10	1	Maxwell-Briscoe-Chase Motor Co
78	Robert W.Leach	Dayton 30	3	Wood Beal
79	Charles Y.Knight	Silent Knight 35	4	Charles Y.Knight
80	V.E.Adland	Lambert 34	3	Adland Motor Company
81	Francis L.Taylor	Reo 16	2	Francis L.Taylor
82	R.Bolle	Cadillac 10	1	R.Bolle
83	S.E.Gillard	Cadillac 10	1	S.E.Gillard
84	G.E.Holmes	Maxwell 10-20	2	G.E.Holmes
85	John R.Bensley	Maxwell Speedster 10	1	John R.Bensley

Class 1 - list price does not exceed $1000
Class 2 - list price between $1000 and $1750
Class 3 - list price between $1750 and $2500
Class 4 - list price exceeding $2500.

Combination Park, Medford, MA

28th July 1906

FP # Driver Car Time

3 miles - Match Race

1	Dr Alfred J.Hawkes	
	T.Burke	
	Dr Walter	
	Charles H.Smith	

Hawkes won by ¼ mile. Race held as part of the 4th Field Day of St.Joseph's Parish. The day was mostly made up with athletic and horse racing events.

Bretton Woods, NH

30th-31st July 1906 – 3.5 mile hillclimb, Crawford Notch

FP	# Driver	Car	Time
30th July: Stock Class, $1750-$2250			
1	Fred Allen	Oldsmobile 28	0:04:20
2	Dwight Huss	Oldsmobile 28	0:06:29.2
30th July: Stock Class, $2250-$3000			
1	J.H.Jones	Knox 30	0:04:25.0
31st July: Free-Formula			
1	Guy Vaughn	Stearns 30	0:02:46.0
31st July: Stock Cars, $850-$1200			
1	H.Ernest Rogers	Stanley Steamer 20	0:03:11.2
2	H.J.Koehler	Buick 22	0:04:00.0
31st July: Stock Cars, $1200-$1750			
1	George Crittenden	Premier 24	0:04:01.0
2	J.H.Boswell	Crawford 24	0:04:18.8
31st July: Stock Cars, $1750-$2250			
1	Fred Allen	Oldsmobile 28	0:03:59.8
2	R.S.Crawford	Crawford 24	0:04:01.4
31st July: Stock Cars, $2250-$3000			
1	C.F.Barrett	Columbia 24-28	0:03:46.8
2	H.E.Wilson	Rambler 35	0:04:00.6
3	Jones	Knox 30	0:04:02.8
4	A.L.Kull	Wayne 35	0:04:56.8
31st July: Stock Cars, $3000-$4000			
1	Draper	Packard 24	0:03:42.0
31st July: Stock Cars, $4000-$5000			
1	A.E.Morrison	Stearns 30	0:03:04.0
2	Guy Vaughn	Stearns 30	0:03:08.8
3	Wooliavar	Columbia 40	0:03:37.8
4	Cope	Columbia 40	0:04:01.0
31st July: Heavy Class, 1432-2204 pounds			
1	Guy Vaughn	Stearns 30	0:02:28.0

The climb had been due to take place entirely on the 30th, but heavy rain meant that the climb was cancelled for the day after three cars had run due to the soft conditions. It was restarted on the afternoon of the 31st. It took place immediately after the Glidden Tour arrived.

Sachuest Beach, Newport, RI

6th August 1906 - 1.1 mile beach course

FP	# Driver	Car	Time
1.1 miles - Gasoline Cars, 15 hp and under			
1	E.L.Baron	Ford 10	0:01:48.4, 36.53 mph
2	C.B.Nordhoff	Maxwell 10	Finished
1.1 miles - Invitational			
1	John Pugh	Queen 28	0:01:20.6, 49.13 mph
2	Calvin Snow	Stevens-Duryea 20	Finished

1.1 miles - Stock Touring, Steam Cars

1	B.F.Blackington	Stanley Steamer 20	0:01:10.8, 55.93 mph
2	Leo Baldwin	Stanley Steamer 20	Finished

1.1 miles - Stanley Steamers

1	N.M.LaPorte	Stanley Steamer 10	0:01:19.2, 50.00 mph
2	W.W.Little	Stanley Steamer 10	Finished

1 mile - Exhibition

1	Robert Goeler	Renault 24	0:01:42.6
2	Leo Baldwin	Stanley Steamer 20	Finished

Pimlico, MD

11th August 1906

FP	#	Driver	Car	Time
5 miles				
1		Eddie Bald	White Steamer	0:05:11, 57.88 mph
2		Howard Gill	Stanley Steamer	0:05:20
5 miles				
1		Barney Oldfield	Peerless "Green Dragon"	0:05:09, 58.25 mph
2		Eddie Bald	White Steamer	0:05:16

Wellsville, NY

23rd August 1906

On the third day of the Lake Erie Circuit Races (for horses), a slow auto race was staged, with the last car in winning a purse of $10. J.C.Beach in a 22 hp machine won the "race".

Century Run, CA

25th August 1906 – Los Angeles-North Baldy (Fenner's Mine)

FP	#	Driver	Car	Time
1		Captain H.D.Ryus	White Steamer	
2		Harris Hanshue	Reo	

The race featured very heavy betting on the outcome, with thousands of dollars being wagered. Mr W.D.Newerf, the west-coast agent for Goodyear, had purchased the Reo of Leon Shettler for the race, and bet $3500 on his car with his tyres. However, a tyre was thrown off the car in Soedad Cañon, and the outside rim and ring had totally disappeared, and although Hanshue and his mechanic spent four hours looking for the lost run flange and ring, they couldn't be found - it was thought that the rim and ring had left the car wheel some time before the accident, and the tyre pulled off when a sharp turn was made. Shettler and others wanted a re-run, as they knew that the Reo had covered the distance in the past some 27 minutes faster than the White, but Ryus didn't want to know.

Hamilton Fairgrounds, OH

3rd September 1906 – Dirt oval

FP	#	Driver	Car	Time
2 miles				
1		Charles Schmidt		0:03:24
2		Rob Howell		

Part of the Labor Day celebrations, which included horse and motorcycle races.

Ventnor Beach, NJ

3rd September 1906

FP	#	Driver	Car	Time
1 mile - Steam Record Trial				
1		Walter Harper	Stanley Steamer	0:00:51.4, 70.0 mph
1 mile - Gasoline Record Trial, 1432-2204 pounds				
1		A.L.Campbell	Darracq 80	0:00:39.6, 90.9 mph
2		William Wallace	Darracq 80	0:00:40.6
1 mile - Gasoline Record Trial, 631-1432 pounds				
1		Emanuel Cedrino	Fiat Jr 24	0:00:51.8, 69.5 mph
1 mile - Gasoline Touring Cars, under $3000				
1		C.W.Kelsey	Maxwell 35	0:01:30.6, 39.7 mph
2		H.R.Sack	Mitchell 30	Finished
3		Roy Fowler	Locomobile 20	Finished
1 mile - Touring Cars, under 60 hp, Heat 1				
1		Hugh Harding	English Daimler 45	0:01:12.4, 49.7 mph
2		Ernest Kelly	Thomas 50	Finished
1 mile - Touring Cars, under 60 hp, Heat 2				
1		A.B.Coles	Pierce 45	0:01:20.0, 45.0 mph
2		Wellington	American Napier 60	Finished
1 mile - Touring Cars, under 60 hp, Final				
1		Hugh Harding	English Daimler 45	0:01:08.8, 52.3 mph
2		Ernest Kelly	Thomas 50	Finished
3		Wellington	American Napier 60	Finished
4		A.B.Coles	Pierce 45	Finished
1 mile - FFA, Flying Start, Heat 1				
1		A.L.Campbell	Darracq 80	0:00:46.8, 76.9 mph
2		William Wallace	Darracq 80	Finished
3		Howard Gill	Stanley Steamer	Finished
4		Tom Cooper	Matheson 60	Finished
1 mile - FFA, Flying Start, Heat 2				
1		A.L.Campbell	Darracq 80	0:00:45.4, 79.3 mph
2		William Wallace	Darracq 80	Finished
3		Tom Cooper	Matheson 60	Finished
1 mile - 4 Cylinder Touring, Price Handicap				
1		Ernest Kelly	Thomas 50	0:01:21.6, 44.1 mph
2		W.T.Smith	Thomas 50	Finished
3		H.R.Sack	Mitchell 30	Finished
1 mile - Foreign Touring Cars, under 50 hp				
1		A.W.Church	English Daimler 45	0:01:10.8, 50.8 mph
2		Emanuel Cedrino	Fiat 35	Finished
1 mile - Gasoline Runabout, under $1000				
1		Ed Wilkie	Buick 22	0:01:34.8, 38.0 mph
2		W.M.Davis	Maxwell 10	Finished
3		J.D.Maxwell	Maxwell 10	Finished

Maxwellton, MO

3rd September 1906

A 5 mile race was reported as occurring at the "old fair grounds", so I assume that this was at Maxwellton, the site of the 1904 World Fair. A 40 hp machine driven by Victor Thomas lost control at 50 mph in a corner on a wet surface, crashing through the outer fence. Albert Bynnton, his riding mechanic, was also badly injured, with his face being bruised, his chest torn, and his clothing ripped from his body.

Weequahio Park, Waverly, NJ

3rd September 1906

FP	#	Driver	Car	Time

25 miles - Handicap

1	F.C.Stowers	Reo 16	0:37:22, 40.14 mph
2	John Price	Autocar 24	50 laps

5 miles - Stock, $750-$1500

1	H.J.Koehler	Buick 22	0:07:25.4, 40.41 mph

5 miles - Handicap, J.H.Woods Cup

1	H.J.Koehler	Buick 22	0:07:16.0, 41.28 mph

5 miles - Stock, $1400-$3000

1	M.H.Apgar	Pope-Hartford 25	0:07:30.0, 40.00 mph

10 miles - Free-Formula

1	James Ward	Buick 22	0:14:14.4, 42.13 mph

5 miles - Handicap, NJ Auto Club Trophy

1	John Price	Autocar 24	0:06:05.2, 49.29 mph

Ventnor Beach, NJ

4th-5th September 1906

FP	#	Driver	Car	Time
4th September: 1 mile - Touring, under $5000, Heat 1				
1		Ernest Kelly	Thomas 50	0:01:17.6, 46.4 mph
2		Ernest Lash	Packard 24	Finished
4th September: 1 mile - Touring, under $5000, Heat 2				
1		E.R.Strong	Pierce 45	0:01:20.4, 44.8 mph
2		W.T.Smith	Thomas 50	Finished
4th September: 1 mile - Gasoline Championship, Standing Start				
1		William Wallace	Darracq 80	0:00:58.2, 61.8 mph
2		A.L.Campbell	Darracq 80	Finished
3		Tom Cooper	Matheson 60	Finished
4th September: 1 mile - Touring, under $1500				
1		Walter Harper	Stanley Steamer 10	0:01:42.0
2		Ed Wilkie	Buick 18	Finished
3		W.M.Davis	Maxwell 20	Finished
4th September: 1 mile - American Touring, under 50 hp				
1		Ernest Lash	Packard 24	0:01:15.8, 47.5 mph
2		Samuel Moore	Franklin 30	Finished
3		G.J.Patterson	Peerless 30	Finished
4th September: 1 mile - Special, Stanley Steamers				
1		Merrill Dobbins	Stanley Steamer 10	0:01:21.2, 44.3 mph
2		J.F.Moriarity	Stanley Steamer 10	Finished
3		George Calder	Stanley Steamer	Finished
4th September: 1 mile - Match Race For $200				
1		Tom Cooper	Matheson 60	0:00:58.2, 61.8 mph
2		Hugh Harding	English Daimler 45	Finished
4th September: 1 mile - Match Race				
1		Alfred Codman	American Napier 60	0:01:04.8, 55.5 mph
2		Emanuel Cedrino	Fiat 35	Finished
4th September: 1 mile - Record Trials				
		A.L.Campbell	Darracq 80	0:00:39.6, 90.9 mph
		William Wallace	Darracq 80	0:00:41.8
		Emanuel Cedrino	Fiat Jr 24	0:01:05.2
		Walter Harper	Stanley Steamer	0:01:07.0
		E.R.Strong	Pierce Arrow 45	0:01:09.8
		Samuel Moore	Franklin 30	0:01:14.0
5th September: 1 mile - Record Trials				
		A.L.Campbell	Darracq 80	0:00:37.8, 95.2 mph
		William Wallace	Darracq 80	0:00:38.2, 94.2 mph
		Tom Cooper	Matheson 60	0:00:50.2, 71.7 mph

	Hugh Harding	English Daimler 45	0:00:55.2, 65.2 mph
	Howard Gill	Stanley Steamer 20	0:00:55.4, 65.0 mph
	Walter Harper	Stanley Steamer 20	0:00:56.4, 63.8 mph
	R.S.Crawford	Crawford 40	0:01:03.6, 56.6 mph

5th September: 1 mile - Runabout Handicap

1	John Wilkins	Winton 40	Finished 25 Handicap
2	Tom Cooper	Matheson 60	Finished 0 Handicap
3	Walter Harper	Stanley Steamer	Finished 4 Handicap

5th September: 1 mile - Match Race

1	W.T.Smith	Thomas 50	0:01:39.2, 36.3 mph
2	Samuel Moore	Franklin 30	Finished

5th September: 1 mile - Darracq Match Race, Heat 1

1	A.L.Campbell	Darracq 80	0:00:58.6, 61.4 mph
2	William Wallace	Darracq 80	Finished

5th September: 1 mile - Darracq Match Race, Heat 2

1	A.L.Campbell	Darracq 80	0:00:49.6, 72.6 mph
2	William Wallace	Darracq 80	Finished

5th September: 1 mile - Handicap, Cars under 1:10

1	Walter Harper	Stanley Steamer 10	0:01:08.8, 52.3 mph	11 Handicap
	Tom Cooper	Matheson 60	Finished	10 Handicap
	Hugh Harding	English Daimler 45	Finished	15 Handicap

5th September: 1 mile - Stanley Steamer Handicap

1	Walter Harper	Stanley Steamer 10	0:01:28.4	0 Handicap
2	J.F.Moriarity	Stanley Steamer	Finished	30 Handicap

5th September: 1 mile - Open, 4 Cylinder Vehicles

1	Samuel B.Stevens	Darracq 80	0:00:50.0
2	C.A.Schroeder	Darracq 80	Finished

Big Four Fairgrounds, Nashua, IO

7th September 1906

FP	#	Driver	Car	Time	
6 miles – 2 miles x 3 Heats, Best two times taken					
1		D.J.Moore	Ford 16 hp	4m41 and 4m25	$15 prize
2		H.S.Bouten	Cadillac 9 hp		$10
3		A.M.Aurand	Cadillac 9 hp		$5
4		Dr P.E.Stuart	Cadillac 9 hp		

Stuart failed to start with the others in the second heat, and hence was given 4th place.

5 miles – Handicap					
1		Dr P.E.Stuart	Cadillac 9 hp	0:08:42	0s handicap
2		H.S.Bouten	Cadillac 9 hp		45s handicap
3		A.M.Aurand	Cadillac 9 hp		15s handicap
4		Sutcliff	Buick 22 hp		3m45s handicap
5		D.J.Moore	Ford 16 hp		2m00s handicap

The purse was divied $20, $12.50 and $7.50.

Algonquin Hillclimb, IL

8th September 1906

FP	#	Driver	Car	Time
Class A, $1000 and under				
1	10	James Levy	Autocar 12	8.53 points
2	4	W.Willett	Buick 22	8.75 points
3	5	A.A.Belford	Autocar 12	9.12 points
4	9	Charles Price	Maxwell 10	11.41 points
5	3	W.B.Jameson	Maxwell 10	11.85 points
6	7	C.W.Barrow	Mitchell 16-18	12.00 points

7	6	George Farnsworth	Cadillac 10	13.96 points
8	1	Frank X.Mudd	Ford 15	15.49 points
9	2	W.Hildreth	Holsman 10	15.83 points
10	8	V.Bendix	Holsman 10	18.91 points

Class B, $1000-$1750

1	15	Bob Burman	Jackson 20	8.74 points
2	12	W.Willett	Buick 22	9.35 points
3	14	Harold Headly	Stoddard-Dayton 15	10.41 points
4	11	F.Haumeson	Mitchell 24-30	13.29 points
5	16	James McInnis	Reo 16	13.40 points
6	13	G.C.Collier	Rambler 16	Out

Class C, $1750-$2500

1	18	B.Bradley	Queen 28-30	9.94 points
2	24	Frank Nutt	Haynes 30	10.30 points
3	29	Joseph McDuffie	Stoddard-Dayton 30	11.67 points
4	30	Otis Friend	Mitchell 24-30	12.77 points
5	21	Ed Zerbies	Mitchell 35	13.44 points
6	31	C.Englebeck	Queen 24-30	13.72 points
7	23	F.Grout	Wayne 35	15.99 points
8	17	J.F.Gunther	Rambler 35-40	18.32 points
9	28	G.C.Collier	Rambler 35-40	29.80 points
10	26	C.R.Horrie	Pope-Hartford 25	Out in afternoon run
11	22	F.M.Pepper	Elmore 30-35	Afternoon run only, arrived late
12	27	N.H.Vandewert	Moline 30-35	Afternoon run only, arrived late

Class D, Over $2500

1	43	J.V.Lawrence	Pierce 28-32	9.08 points
2	45	Paul Hoffman	Pierce-Arrow 40-45	9.09 points
3	40	R.Herrington	Columbia 24-28	9.35 points
4	46	Frank Vaughan	Autocar 24	10.26 points
5	36	G.A.Crane	Knox 35-40	10.79 points
6	39	Charles Coey	Thomas 50	11.87 points
7	44	Dan Orme	Stearns 40-45	12.16 points
8	41	F.P.Illsley	Stevens-Duryea 50	13.26 points
9	35	M.Beck	Pierce 45	14.28 points
10	49	C.F.Van Sicklen	Apperson 40-45	17.81 points

Kansas City Automobile Club Endurance Run, MO

11th September 1906 – 104 miles

Entrants

#	Driver	Car
1	C.C.Meade	Ford
2	W.S.Hathaway	Buick
3	G.H.Davis	Locomobile
4	C.F.Ettwein	Aerocar
5	W.H.Garland	Buick
6	C.R.Merrill	Oldsmobile
7	E.P.Moriarty	Stevens-Duryea
8	Fletcher Cowherd Jr	Stevens-Duryea
9	J.D.McInnes	Franklin
10	E.S.Cowie	Haynes
11	H.T.Fowler	Packard
12	W.A.Williams	Oldsmobile
13	C.Boyd Richards	Jackson
14	B.E.Nace	Tea Pot
15	Hayward Hagerman	Stoddard-Dayton
16	Frank Woodward	Pope
17	W.R.Dempster	Maxwell
18	W.P.Peltzer	Stevens-Duryea
19	A.F.Seested	Pope
20	H.H.Rule	Stevens-Duryea
21	Charles E.Cook	Pierce Great Arrow
22	F.H.Thwing	Buick
23	Carl Parker	Stevens-Duryea
24	John J.Roddy	Winton
25	J.Whitman	Pope
26	W.F.Guthrie	Rambler
27	C.C.Christie	Welch

28	W.W.Cowen	Cadillac

The route was Kansas City to Paola, KS, and it was to be run under Glidden rules, with an average speed of 15 mph. The cars were to leave in three minute intervals starting at 8am.

The Ford achieved a perfect score. The result was published in the Kansas City Star, 11th September 1906 on page 1, but the copy I have is unreadable……

Mandan Fairgrounds, ND

27th September 1906 – ½ mile dirt oval

The race was called off due to an accident while the contestants were sparring for position at the start. George Bingenheimer collided with and overturned the car of Ed Miller. No-one was hurt, and the cars were undamaged, but the race was still abandoned.

Fayetteville, NY

28th September 1906 – 12 miles

The race was from the Century Club in James Street to the Onondaga Golf and Country Club and back, between the Pope-Hartford of Mr Belden and a Franklin six cylinder driven by Foreman Wilkinson. Belden's car had two passengers, and Wilkinson's one (Charles Jones). Belden's car was driven by his chauffeur, a Mr Philip Perry.
Belden and Wilkinson had been discussing the speed merits of their cars in the Century Club when the issue of a race arose. It was 9pm, but the two owners decided to get their cars out and go for it. They set off at high speed, tooting their horns to clear the road. The Belden car took the lead from the start, and held it all the way into Fayetteville, completing the distance between the two in 9 minutes. Belden then turned around, and headed back to the Century Club.
As they made their way back, policeman Frank Hungerford saw them near the corner of Westcott Street and ran after them waving his club, shouting at them to stop. They did, but then explained to the policeman that they were in a race, and could they please complete it. The policeman boarded the car and was given a ride to the end, where Belden was declared the winner. Belden and his chauffeur were then arrested for speeding, but released on bail from the police station.
The case went to court, but was adjourned after Justice Shove needed to consider whether a chauffeur was liable for doing what his employer ordered.

Riverside Hill, IO

October 1906 - Hillclimb

1	Maytag "Goat" 2 Cylinder

In Des Moines.

Danbury Fairgrounds, CT

2nd October 1906 – ½ mile dirt oval

Mrs J.M.Cuneo was driving a steam car in a race here when the machine suddenly burst into fire, flames shooting 10 feet into the air. Mrs Cuneo brought the machine to a standstill and was snatched over the side by a policeman. Her hair was singed, but she suffered little other injury. Her two passengers, Miss Maude Tweedy and Miss Flora Shuldice, both jumped off the back of the car.

Macon Fairgrounds, GA

2nd-3rd October 1906

After two days of heavy rain, the races were called off as the track was too heavy. The following races had been scheduled:

2 *Southern Championship, for stock cars of all prices, one mile, best two in three heats. First prize $50, second prize $25.*

3 *Five mile Georgia Championship, all powers and prices for stock cars, open to Georgia residents only. First prize $50, second prize $25.*
4 *Track Record, 58 ¼, two trials. Prize $250.*
5 *Five mile handicap, open to all cars, one heat. First prize $50, second prize $25.*
6 *Twenty-five-mile handicap race, twenty-horse power and over, open to all cars. First prize $100, second prize $50.*
7 *DAY 2. Five mile novelty race, driver will carry three passengers, and after going one mile come in a full stop before the grand stand, where passengers will alight. The drivers will then go one mile alone, will again come to a full stop and take up passengers. This is to continue until five miles are run. First prize, gold medal, second prize, silver medal.*
8 *World's record for stock cars, two trials, prize $150.*
9 *Ten miles handicap, race for stock cars, 20 horse power or over, open to all cars. First prize $75, second prize $25.*

Elm Ridge, MO

3rd October 1906

FP	#	Driver	Car	Time
50 miles - Stock Cars				
1		J.H.Wittman	Pope-Toledo	1:07:41
2		J.C.Whittle	Buick	50 laps
5 miles - Runabouts, $1000 and under				
1		J.C.Whittle	Buick	0:07:37, 39.39 mph
2		Ford	Buick	Finished
5 miles - Touring Cars, $1800-$2800				
1		Theodore Peltzer	Stevens-Duryea	0:07:31, 39.91 mph
2		F.E.Grant	White	5 laps
5 miles - Match Race				
1		J.Walker	Thomas	0:07:16, 41.28 mph
2		H.Gilmore	Pope-Toledo	5 laps
5 miles - Free-For-All				
1		F.E.Grant	White	0:06:57, 43.16 mph
5 miles - Stock Cars				
1		Phil Otto	Pope-Toledo	0:05:49, 51.57 mph
2		J.H.Wittman	Pope-Toledo	5 laps
5 miles - Match Race				
1		Alonzo C.Webb	Premier	5 laps
2		J.H.Wittman	Pope-Toledo	5 laps

Montana State Fairgrounds, Helena, MT

5th October 1906

FP	#	Driver	Car	Time
5 miles				
1		E.V.Follansbee	Stanley Steamer	0:06
2		Edward van Lune	White Steamer	

The White Steamer was enveloped in flames at one point. Races were also planned for the 6th October.

Spirit Lake, IA

13th October 1906

An auto race was held between L.E.Francis (Peerless 40 hp) and John Burmister (White Steamer 40 hp) as part of the Spirit Lake Field Day. The racers were handicapped by an obstructed

track, and they did not dare run at full speed for fear of accident. The winner was not reported.

Dugdale Hill, Rochester, NY

20th October 1906 - 0.59 mile hillclimb.

FP	#	Driver	Car	Time
Class I, 16 hp & under				
1		R.G.Finucane	Franklin 12	0:01:13.4, 28.9 mph
2		R.Foote	Franklin 12	0:01:19.0
Class II, 17-22 hp				
1		N.B.Stetsel	Ford 18	0:01:07.0, 31.7 mph
2		John Kelly	Stevens-Duryea 20	0:01:10.0
3		R.Foote	Franklin 20	0:01:12.4
4		R.G.Finucane	Franklin 20	0:01:13.0
5		C.L.Whiting	Buick 22	0:01:13.8
6		Charles Voshall	Buick 22	0:01:14.4
Class III, 23-30 hp				
1		Arthur Demmler	Pope-Hartford 28-30	0:00:54.2, 39.2 mph
2		N.B.Stetsel	Ford 18	0:01:05.2
3		R.G.Finucane	Franklin 12	0:01:10.0
4		Charles Graham	Columbia 24	0:01:13.8
5		A.V.Hart	Haynes 30	0:01:15.2
6		R.Foote	Franklin 20	0:01:19.6
7		J.N.Hebergor	Corbin 24	0:01:21.4
Class IV, 31-40 hp				
1		John Meiser	Pope-Toledo 35-40	0:00:59.0, 36.0 mph
2		N.B.Stetsel	Ford 40	0:01:05.0
3		R.Rowe	Royal Tourist 40	0:01:13.0
4		Carl Storandt	Stoddard-Dayton 30-35	0:01:17.6
5		E.Stein	Pungs-Finch	0:01:59.0
Class V, above 40 hp				
1		Carl Storandt	Stoddard-Dayton 30-35	0:00:57.6, 36.9 mph
2		A.V.Hart	Thomas Flyer 50	0:01:06.8
3		J.S.Bingeman	Stearns 40-45	0:01:15.6
Class VII, Free-Formula, Racing				
1		Willie Knipper	Thomas Flyer 60	0:00:51.8, 41.0 mph
2		James Grady	Pope-Hartford 28-30	0:00:51.8
3		John Meiser	Pope-Toledo 35-40	0:00:56.0
4		Carl Storandt	Stoddard-Dayton 30-35	0:01:02.4
Electric Vehicles				
1		George Bauer	Babcock	0:01:55.0
2		Vernon Adkin	Columbus	0:02:04.2

Sonoma Co.Fairgrounds, Santa Rosa, CA

26th October 1906

FP	#	Driver	Car	Time
10 miles, 10 laps - Handicap				
1		C.S.Howard	Buick	0:13:37, 44.06 mph
2		L.Allen	Studebaker	10 laps
3		Arthur Van Valin	Studebaker	10 laps
4		Don McCord	Franklin	10 laps
5		E.Eichner	Rambler	10 laps
10 miles, 10 laps - Free-For-All				
1		A.D.Whitehead	Locomobile	0:13:25.0, 44.72 mph
2		Arthur Van Valin	Studebaker	10 laps
3		L.Allen	Studebaker	7 laps/Out

Empire City, Yonkers, NY

27th October 1906

FP	#	Driver	Car	Time
3 miles - Stock cars, under $1500				
1		H.J.Koehler	Buick 22	0:04:17.2, 41.99 mph
2		L.C.Hutcheson	Oldsmobile 8	0:04:30.0
3			Jackson 24	3 laps
5 miles - Stock cars, $3500-$5000				
1		Montague Roberts	Thomas 60	0:05:49.8, 51.46 mph
2		Charles Wridgway	Peerless 45	0:05:51.8
5 miles - American Cars				
1		Ernest Keeler	Oldsmobile 40	0:05:36.6, 53.48 mph
2		Charles Wridgway	Peerless 45	0:06:18.0
5 miles - Foreign Cars				
1		Emanuel Cedrino	Fiat Jr 24	0:04:56.8, 60.65 mph
2		Maurice Bernin	Renault 60	0:05:05.6
5 miles - Dealers Handicap, Touring Cars				
1		Montague Roberts	Thomas 60	0:06:20.8, 47.27 mph
2		J.C.McCaffrey	Glide 36	0:07:14.0
3		Ernest Keeler	Oldsmobile 28	
5 miles - International Race				
1		Emanuel Cedrino	Fiat Jr 24	0:04:57.0, 60.61 mph
2		Maurice Bernin	Renault 60	0:05:11.8
3		Charles Embleton	Packard 30	0:05:20.0
4		Ernest Keeler	Oldsmobile 40	0:05:32.0
3 mile - Exhibition				
		Emanuel Cedrino	Fiat Jr 24	0:02:49.0, 63.90 mph
100 miles - Stripped Touring Cars				
1		H.J.Koehler	Buick 22	2:05:31.6, 47.80 mph
2		Ernest Keeler	Oldsmobile 40	2:05:47.0
3		Maurice Bernin	Mercedes 60	92 laps/flagged
4		L.R.Burne	Cadillac 80	flagged
5		Charles Embleton	Packard 30	flagged
6		Charles Wridgway	Peerless 45	Out
7		H.A.Roberts	Cadillac 30	Out
8		Tom Cooper	Matheson 40	17 laps/lost wheel/accident

Lap Leaders:		
	Cooper	1 - 13
	Keeler	14 - 14
	Cooper	15 - 17
	Keeler	18 - 58
	Koehler	59 - 63
	Keeler	64 - 89
	Koehler	90 -100

Tom Cooper's mechanic, Frank Irving, was flung out of the car during the accident and broke his collar bone.

Empire City, Yonkers, NY

6th November 1906

FP	#	Driver	Car	Time
5 miles - 20hp and under				
1		C.S.Rolls	Rolls-Royce	0:05:51, 51.28 mph
2		L.C.Hutcheson	Oldsmobile	0:07:12
100 miles - Stripped Touring Cars				
1		Charles Embleton	Packard	2:00:55, 49.62 mph
2		Charles Wridgway	Peerless	2:06:57
3		Guy Vaughn	Stearns	100 laps
		Montague Roberts	Thomas Flyer	66 laps/Out

5 miles - Foreign Cars

1	Maurice Bernin	Renault 60	0:06:30.6, 46.08 mph
2	A.M.Thackara	Westinghouse 40	0:06:33.4

5 miles - American Cars

1	Charles Embleton	Packard 30	0:06:12.2, 48.36 mph
2	Charles Wridgway	Peerless 40	0:06:21.4

5 miles - Dealers, Handicap

1	Charles Embleton	Packard 30	0:05:40.4 0:00 Handicap
2	L.C.Hutcheson	Oldsmobile 8	5 laps 1:30 Handicap

5 miles - Stock, 25-40 hp

1	Charles Embleton	Packard 30	0:05:30.0, 54.54 mph
2	Guy Vaughn	Stearns 30	5 laps

10 miles

1	Maurice Bernin	Renault 60	0:11:16.4, 53.22 mph
2	Charles Embleton	Packard 30	0:11:34.0

Weequahio Park, Waverly, NJ

6th November 1906

FP	#	Driver	Car	Time
5 miles - Stock, $750-$2500				
1		C.R.Rively	Pope-Hartford 20-25	0:07:10, 41.86 mph
2		H.J.Koehler	Buick 22	10 laps
7 miles - Runabouts, handicap				
1		Clarence Fischer	Packard 24	0:09:51, 42.64 mph
2		H.J.Koehler	Buick 22	10 laps/finished
10 miles - Free-For-All				
1		Ernest Keeler	Oldsmobile 55	0:12:42, 47.24 mph
2		R.A.Greene	Locomobile 30-35	20 laps
5 miles - Stock, $2000-$5000				
1		E.J.Foley	Oldsmobile 26	0:06:55, 43.37 mph
2		C.R.Rively	Pope-Hartford 20-25	10 laps

Point Breeze, PA

10th November 1906

FP	#	Driver	Car	Time
5 miles				
1		Walter Stanley	Stanley Steamer	0:06:33, 45.80 mph
2		Frank Yerger	Pope-Toledo	0:06:47
5 miles - Elsie Janis Cup				
1		Charles Embleton	Packard 30	0:06:09, 48.78 mph
2		Frank Yerger	Pope-Toledo	0:06:15
50 miles - Philadelphia Inquirer Cup				
1		William Wallace	Darracq 30-40	1:01:20.4, 48.91 mph
2		Ernest Keeler	Oldsmobile 40	1:02:41.4
3		Frank Yerger	Pope-Toledo	50 laps
1 mile - Exhibition				
1		Walter Christie	Christie	0:01:08

San Antonio Fairgrounds, TX

11th November 1906

FP	#	Driver	Car	Time
R		G.A.C.Halff		
R		D.B.Robbins		steering/accident

This was the second race of the day. Robbins' steering broke, and as he lost control of his car he went through the outer fence, and as he tried to regain the track he hit the stationary car of Halff. George Smith of Dallas was examining Halff's car to see what was wrong with it, and was crushed between the two, suffering fatal injuries. Robbins' suffered no major injuries as the wooden fence was retained by old, rotten posts which broke easily under impact.

II Box Springs Canyon Hillclimb, CA

29th November 1906 - 3.5 mile hillclimb

FP	#	Driver	Car	Time
Runabouts, under $850				
1		Eugene Roe	Ford 18	0:07:50.25
2		A.W.Crippen	Maxwell 12	0:08:48.8
Runabouts, under $1250				
1		Leigh Lynch	Buick 22	0:06:32.2
2		Charles Bente	Tourist 20	0:07:11.8
3		Harold Stone	Mitchell 18	0:07:14.0
4		L.C.Buxton	Jackson 24	0:07:14.2
5		C.Young	Reo 16	0:07:24.8
6		Eugene Roe	Ford 18	0:09:34.0
Touring Cars, under $1600				
1		Leigh Lynch	Buick 22	0:07:02.2
2		Harry Lord	Mason 24	0:07:10.0
3		D.B.Rose	Buick 22	0:07:19.8
4		Charles Bente	Tourist 20	0:07:40.2
5		E.W.Robins	Jackson 24	0:07:54.0
6		V.S.Beardsley	Tourist 20	0:08:17.0
7		L.Mason	Tourist 20	0:08:24.0
8		C.H.Judd	Buick 22	0:08:39.5
9		Schyler Cole	Cartercar 20	0:09:04.0
10		A.J.Smith	Elmore 24	0:10:23.8
Touring Cars, under $2500				
1		William Schroeder	Tourist 35	0:05:57.0
2		Arthur Hull	Cadillac 30	0:06:47.2
3		Leigh Lynch	Buick 22	0:06:57.0
4		D.B.Rose	Buick 22	0:06:58.0
5		Don Lee	Cadillac 30	0:06:58.0
6		A.J.Smith	Elmore 35	0:07:21.0
7		W.K.Cowan	Rambler 40	0:07:25.2
8		Harold Stone	Mitchell 30	0:07:35.5
Touring Cars, Free-For-All				
1		Tom Pillow	Stoddard-Dayton 60	0:05:41.0
2		Howard Paget	Packard 30	0:05:50.0
3		Arthur Dickey	Thomas 50	0:05:54.0
4		William Schroeder	Tourist 30	0:05:59.2
5		H.O.Harrison	Oldsmobile 35	0:06:20.0
6		Arthur Hull	Cadillac 30	0:06:39.4
7		J.W.Wilcox	Maxwell 40	0:07:49.5
8		Harry Lord	Mason 24	0:08:43.0
9		James Speed	American Mercedes 45	0:08:34.2
10		H.A.Lord	Mason 24	0:08:43.0
Runabouts, Free-For-All				
1		William Schroeder	Tourist 35	0:05:44.2
2		Leigh Lynch	Buick 22	0:06:35.0
3		Clarence Smith	Aerocar 24	0:06:45.0
4		A.J.Smith	Elmore 35	0:06:54.0
5		Charles Bente	Tourist 20	0:07:06.2
6		W.G.Renwick	Pope-Toledo 24	0:08:15.0
7		Tom Pillow	Buick 22	0:08:46.4

There were 76 entrants. FTD was set by A.B.Daniels at 5m31 in a Stevens-Duryea.

Stump Hill, Pawtucket, RI

29th November 1906 - Hillclimb

FP	#	Driver	Car	Time
Steam runabouts				
1		L.F.N.Baldwin	Stanley 20	0:01:00.6
2		B.F.Blackinton	Stanley 20	0:01:03.0
Steam touring cars with tonneau				
1		B.F.Blackinton	Stanley 20	0:01:17.2
2		L.F.N.Baldwin	Stanley 20	0:01:17.6
Gasoline cars under $1000				
1		C.C.Edwards	Cameron 16	0:01:55.2
2		D.W.Flint	Ford 15	0:02:04.6
Gasoline, $2000 and under				
1		H.S.Wolfe	Jackson 20-24	0:01:50.0
2		R.L.Lippitt	Franklin 12	0:01:59.2
Gasoline, $3000 and under				
1		H.A.Capron	Pope-Hartford 25	0:01:28.0
2		E.F.Jones	Stoddard-Dayton 35	0:01:38.4
Gasoline, $5000 and under				
1		Elliott Flint	Packard 30	0:01:16.0
2		J.L.Snow	Peerless 30	0:01:26.0
Gasoline Touring Cars, over $5000				
1		W.P.Mather	Fiat 60	0:01:24.2
2		C.D.Snow	Stevens-Duryea 50	0:01:25.4
Free-for-all				
1		L.F.N.Baldwin	Stanley 20	0:01:01.6
2		B.F.Blackinton	Stanley 20	0:01:04.8

I Corona Hillclimb, CA

25th December 1906 – 3 miles

1	A.L.Taber		0:07:50
2	Fred Baird		
1	Charles Schmeiser		
2	A.Robe.		

There were seven entrants in total.

Other Matters of the Year

2 The *Trenton Evening Times* in January carried details of two proposed tracks for this year. The first was at Pennington, and the second was a twenty five mile track near Atlantic City, backed by amongst other Charles G.Gates, W.Gould Brokaw, G.Jason Water, Colonel James Elverson Jr, George P.Rogers, O.A.Turner, William P.Whye and A.M.Bowling. Neither appear to have come to fruition.

3 A report in the *Woodland Daily Democrat* on the 30th March said that "a number of Woodlandites could be induced to take part in the automobile race planned for Marysville if the weather is favorable." It isn't known when the race was scheduled to take place, or any further details about the event.

- Around the 20th April, a race was held over 85 miles in the Ralston Desert, Nevada, near Goldfield, between Solomon Camp and "a New Yorker" (according to the Reno Evening Gazette) for a stake of $20,000. The option on the Original Gold Bar Extension mine had expired the day before the race, and both racers wanted it. The race was to Bullfrog, and they were neck and neck until nearly at the finish, when Camp became mired in sand and had to stop. On arriving at the finish, "the New Yorker" purchased the mine for $30,000. When Camp finally got to the finish, he bought the mine back for $50,000, and had twenty men working on the mine within three hours of the transaction!

- The Woodmen's celebration in Graettinger, IA, on the 6th June was to feature an automobile race. It isn't known if the race took place.

- An automobile race from Salt Lake to Ogden, UT, was scheduled to take place on Friday 8th June. A prize of $250 was offered for the winning vehicle, with extra large horsepower vehicles handicapped. It is not known if the race actually took place.

- Automobile races were held as part of the 4th July celebrations at Corsicana Fairgrounds, TX. The race did take place, but the result is not known.

- A race was held for a wager of $1000, starting on the 9th July between J.S.Mannings and Stanley Linford of Richmond, Virginia. They were trying to prove that they could get to Pittsburg within six days.

- As part of the Labor Day Celebrations on the 3rd September in Cambridge, Ohio, an automobile race was scheduled for a prize of $5.00. It did not take place.

- A horse race meeting was planned at the Wisconsin Short Ship Racing Circuit for the 11th-14th September, with an auto race planned for the first day. It is not known whether it took place.

- A five mile automobile race was to be held at the fifth Annual Fair of the Garfield County Fair Association in Enid, Oklahoma, on the 28th September. It is not known if the race actually took place.

- An automobile race was scheduled in Cumberland, Maryland, for the 4th October. The race was over 5 miles, open to all, with a handicap based on the price of the machine. It is not known whether the race happened.

1907 US Events

"An Automobile race is of no benefit to anyone, except saloonkeepers, undertakers, gamblers and idlers."
Xenophon P.Huddy

"Are you afraid of race suicide? If you refer to an automobile race, I am."
Washington Star

Ormond Beach, Daytona, FL

21st-25th January 1907

FP	#	Driver	Car	Time
21st January - 1 Mile Timed Trial				
		Fred Marriott	Stanley Steamer	0:00:38.6, 93.2 mph
		Leo Baldwin	Stanley Steamer	0:00:39.4
21st January - Time Trial				
		Fred Marriott	Stanley Steamer	0:03:04.8, 97.4 mph, 5 miles
		Frank Durbin	Stanley Steamer	0:00:53.4, 67.4 mph, 1 mile
23rd January - 5 miles, Standing Start				
1		Edward B.Blakely	American Mercedes 70	0:04:25.0, 67.9 mph
2		R.A.McCready	Rolls-Royce 20	Finished
3		Fred Marriott	Stanley Steamer 30	Lost steam pressure
23rd January - 10 mile race				
1		Edward B.Blakely	American Mercedes 70	0:07:42, 77.92 mph
2		F.E.Stanley	Stanley Steamer	0:07:52
		Fred Marriott	Stanley Steamer	Accident
23rd January - 5 mile Match Race				
1		P.E.Rogers	Stanley Steamer 30	0:03:51.8, 77.65 mph
2		Edward B.Blakely	American Mercedes 70	1 lap/finished
23rd January - 1 mile, Touring Cars				
1		Frank Durbin	Stanley Steamer 20	0:01:09.4, 51.87 mph
2		C.E.Hutton	Rolls-Royce 20	1 lap/finished
23rd January - 1 mile, Touring Cars with passengers				
1		Ralph Owen	Oldsmobile 35	0:01:37.6, 36.88 mph
2		Asa Paine	Winton 35	1 lap/finished
24th January - 5 miles, Flying Start				
1		Fred Marriott	Stanley Steamer 30	0:03:44.8, 80.07 mph
2		R.A.McCready	Rolls-Royce 20	0:04:52.8
24th January - 5 miles, Standing Start				
1		Edward B.Blakely	American Mercedes 70	0:04:52.8, 61.47 mph
2		C.E.Hutton	Rolls-Royce 20	1 lap/finished
24th January - 1 mile, Flying Start				
1		Frank Durbin	Stanley Steamer 20	1 lap/finished
2		C.E.Hutton	Rolls-Royce 20	1 lap/finished
24th January - 5 mile Match Race				
1		Fred Marriott	Stanley Steamer	0:03:51.8, 77.65 mph
2		Edward B.Blakely	American Mercedes 70	0:03:56.0
25th January - 100 miles, Minneapolis Cup				
1		Edward B.Blakely	American Mercedes 70	1:26:10, 69.63 mph
2		C.E.Hutton	Rolls-Royce 20	2:02:35
3		Ralph Owen	Oldsmobile 35	3:47:48
4		A.L.Kull	Wayne 35	88 miles/flagged
R		L.H.Perlman	Welch 50	52 miles/water in fuel tank
		F.E.Stanley	Stanley Steamer	Withdrawn

After Blakely and Hutton finished, the referee decided to stop the race to clear the course for other races. Kull, who was third, heeded the signals and stopped. Owen on the other hand did not, and was thus classified third. At 52 miles Perlman was in third when he ran out of fuel. Perlman drove up to some cans on the beach, and thinking that they contained gasoline he filled his car. They contained water, and it put him out of the race. Owen carried two ladies in the car during the race.

25th January - 10 miles, 1 lap, Open Handicap

1	Edward B.Blakely	American Mercedes 70	0:13:59, 42.9 mph	0:45 Handicap
2	Stinson	Franklin 30	1 lap/finished	4:30 Handicap
3	Asa Paine	Winton		
4	H.E.Rodgers	Stanley		0:00 Handicap

25th January – 5 miles, Touring Cars $1500-$3000

1	A.L.Kull	Stevens 35 hp	0:05:51.5
•	Duryea		
•	Asa Paine	Winton	

25th January – 1 mile Time Trial

	Fred Marriott	Steamer "Steam Bug"	0:00:31.8

N.B. - Lap distance was varied for each event. Although the race meeting was nominally over, several match races and the Florida East Coast Automobile Club Handicap championship were run on the 26th.

Baltimore-Washington, MD

27th January 1907

Scheduled for the close of the Baltimore Motor Show at the behest of Herbert Lytle, several drivers entered only for the race to be cancelled at the last minute due to the bad condition of the roads.

I Stewart Avenue Hillclimb, Atlanta, GA

22nd February 1907

FP	#	Driver	Car	Time
Class 1				
1		Lowry Arnold	Buick	0:01:47.4
2		R.H.Northcutt	Reo	0:01:51.0
3		John E.Smith	Reo	0:01:53.0
Class 2				
1		C.H.Johnson	Stevens-Duryea	0:01:26.0
2		C.H.Johnson	Stevens-Duryea	0:01:26.0
3		Ernest Jones	Franklin	0:01:44.8
4		Hughes Woodum	Mitchell	0:01:48.0
5		L.E.Fain	Franklin	0:01:48.2
6		Lowry Arnold	Buick	0:01:49.0
7		R.H.Northcutt	Reo	0:01:49.6
8		John E.Smith	Reo	0:01:52.0
9		John S.Cohen	Franklin	0:01:56.0
10		P.D.Baker	Reo	0:02:04.0
Class 3				
1		James Todd	Stoddard-Dayton	0:01:25.2
2		Winship Nunnally	Franklin	0:01:48.6
3		John E.Smith	Reo	0:01:51.0
		E.V.Haynes	Franklin	DNF
Class 4				
1		Lowry Arnold	Buick	0:01:39.0
2		L.E.Fain	Buick	0:01:41.2
3		Willingham	Areocar	0:01:43.0
4		Ernest Jones	Mitchell	0:01:52.8
5		Hewitt	Ford	0:02:03.8
		Odum	Ford	DNF
Class 5 - Free-For-All				
1		John Toole	Stearns	0:01:06.4

2	Dan Lyle	Apperson	0:01:19.6
3	A.Almond	Peerless	0:01:21.0
4	Lowry Arnold	Buick	0:01:36.5
5	Ernest Jones	Mitchell	0:01:49.0
6	E.V.Haynes	Franklin	0:01:53.4
	Dewitt Tilden	Peerles	DNF

II Pasadena-Altadena Hillclimb, CA

2nd March 1907

FP	#	Driver	Car	Time
Runabout, under $1000				
1			Maxwell 14	0:03:03.0
2			Mitchell 20	Did not finish
-			Rambler 16	
-			Ford 17	
-			Mitchell 20	Withdrew after postponement
Touring, under $1500				
1			Tourist 20	0:02:55.8
2			Mason 20	0:03:04.4
3			Reo 20	0:03:05.6
-			Rambler 22	
-			Tourist 20	Withdrew after postponement
-			Jackson 24	
-			Moline 16	
Runabout, under $1500				
1			Tourist 20	0:02:40.0
2			Reo 20	0:02:51.0
3			Buick 20	0:04:05.0
-			Tourist 20	
Touring, $1501-$2000				
1			Mitchell 30	0:03:24.2
2			Pullman 20	0:04:09.4
-			Mors 24	
-			Elmore 25	
-			Mitchell 33	Withdrew after postponement
Runabout, $1501-$2000				
1			Franklin 12	0:03:25.8
2			Elmore 25	0:03:58.6
3			Mors 24	0:04:22.8
-			Aerocar	
Touring, $2001-$2500				
1			Rambler 40	0:02:49.0
2			Tourist 35	0:03:00.8
3			Elmore 25	0:03:18.6
4			Dorris 30	0:03:20.6
5			Knox 25	0:03:24.8
-			Stoddard-Dayton	
-			Dorris 30	
-			Cadillac 30	
Runabout, $2001-$2500				
1			Stoddard-Dayton 35	0:02:31.0
2			Tourist 40	0:03:02.2
Touring, $2501-$3000				
1			Pope-Hartford 30	0:02:33.4
2			Maxwell 40	0:02:56.2
3			Franklin 20	0:03:34.2
-			Oldsmobile 40	
-			Pope-Hartford 30	
Touring, $3001-$4000				
1			Knox 40	0:03:44.4
-			Peerless 30	
-			Thomas 50	

Roadster, over $3000

1	Earl C.Anthony	Packard 30	0:02:14.4
2		American 40	Did not finish
-		White	

Entrants whose times are unknown, or if they did not appear to compete, are noted with "-". The event was delayed from the 22nd February due to heavy rain, so the entry list was reopened for new entrants.

Clifton Boulevard, Cleveland, OH

17th March 1907 – 2.5 miles

FP	#	Driver	Car	Time
Match Race				
1		H.M.Leonard	Jackson	
2			Pope-Toledo	

The match race was set up to settle a question of speed between the two makes. The Elyria Evening Telegram suggests that Leonard drove the Jackson, and was there with F.H.Freidenstine and Charles High. The Elyria Chronicle suggests that Leonard was just an observer.

Long Beach, CA

30th March 1907 – 2 mile beach circuit

FP	#	Driver	Car	Time
Two cylinders, Free-For-All				
1			Buick	
2			Tourist	

The Buick was owned by Barton & Ravencroft, the Tourist by the Auto Vehicle Company.

Cars, 20-30 hp			
1	C.B.Bellows	Oldsmobile	
2	C.L.Heartwell	Tourist	
Cars, 30-40 hp			
1	Jotham Bixby	Pope-Hartford	
2	C.E.Heartwell	Rambler	

A motor cycle race was also held. The races were part of the Long Beach Harbor-Charter Jubilee and the annual meeting of the United Presbyterian Church.

Lakeside, San Diego, CA

20th-21st April 1907

FP	#	Driver	Car	Time
20th April - 1 mile Time Trial				
		Barney Oldfield	Peerless "Green Dragon"	0:00:54, 66.67 mph
		Bruno Seibel	Peerless "Red Devil"	0:00:59
20th April - 2 mile Time Trial				
		C.Kessler	Ford	0:02:47, 43.11 mph
		Ralph Hamlin	Franklin	0:03:08.4
20th April - 4 miles: Open, heat 1				
1		Barney Oldfield	Peerless "Green Dragon"	0:04:09.0, 57.83 mph
2		Bruno Seibel	Peerless "Red Devil"	2 laps/finished
20th April - 2 miles: Race Runabouts, under $1000				
1		L.L.Boone	Ford	0:02:54.6, 41.24 mph
20th April - 2 miles: Touring Cars, under $1500				
1		H.D.Day	Reo 22	0:03:22.0, 35.64 mph

20th April - 50 miles: Touring Cars

1	A.B.Daniels	Stevens-Duryea	1:01:54.6, 48.46 mph
2		Haynes	22 laps/blown tyre

21st April - 1 mile Time Trial

	Barney Oldfield	Peerless "Green Dragon"	0:00:51.8, 69.50 mph
	Bruno Seibel	Peerless "Red Devil"	0:00:56.8
	A.B.Daniels	Stevens-Duryea	0:00:59.0

21st April - 4 miles: Open, heat 2

1	Bruno Seibel	Peerless "Red Devil"	0:04:15.6, 56.34 mph
2	Barney Oldfield	Peerless "Green Dragon"	2 laps/finished

21st April - 2 miles: Open, heat 3

1	Barney Oldfield	Peerless "Green Dragon"	0:02:10.2, 55.30 mph
2	Bruno Seibel	Peerless "Red Devil"	1 lap/finished

21st April - 6 miles: Touring Cars

1	A.B.Daniels	Stevens-Duryea	0:06:18.4, 57.08 mph
2	Barbee Hooks	Thomas Runabout	3 laps/finished
3	D.C.Colliers	White 30	3 laps/finished

21st April - 2 miles, 2 Cylinder Cars

1	C.Kessler	Maxwell	0:03:36, 33.33 mph

Barney Oldfield dropped by the circuit on the 19th March, and did a lap in a 60 hp touring car with his wife in the car at 2m10. According to the Los Angeles Times, he also said that while he was in town, he would be "pleased to try out A.B.Daniels or some of the other San Diego or Coronado men owning big touring cars 'just for fun'".

Association Park, San Bernardino, CA

27th-28th April 1907

FP	#	Driver	Car	Time

27th April: 5 miles - Handicap

1	Bruno Seibel	Peerless "Red Devil"	5 laps 1 lap handicap
2	Ross Foster	Stoddard-Dayton	5 laps

27th April: 2 Cylinder Cars

1	Edward Coop	Maxwell	Finished
2	W.Powers	Maxwell	Finished

27th April: 5 miles - Handicap

1	Clarence McKeague	Tourist	5 laps 1 lap Handicap
2	James Speed	American	5 laps

27th April: 1 lap Exhibition Trial

	Barney Oldfield	Peerless "Green Dragon"	0:01:00.8, 59.21 mph
	Barney Oldfield	Peerless "Green Dragon"	0:00:59.6, 60.40 mph

27th April: 3 miles

1	Clarence McKeague	Tourist	0:04:43.6, 48.30 mph
2	Ross Foster	Stoddard-Dayton	3 laps

27th April: 2 miles - Match Race

1	Bruno Seibel	Peerless "Red Devil"	0:03:17.4, 54.71 mph
=	Barney Oldfield	Peerless "Green Dragon"	0:03:17.4

28th April: 4 miles - Match Race

1	Bruno Seibel	Peerless "Red Devil"	0:04:19.0, 55.60 mph
2	Barney Oldfield	Peerless "Green Dragon"	4 laps

28th April: 5 miles - Stock Cars under $2000

1	A.J.Smith	Elmore	5 laps
2		Reo	5 laps
3		Rambler	5 laps

28th April: 3 miles

1	Ross Foster	Tourist	0:04:24.5, 40.83 mph
2	I.Osborn	Stoddard-Dayton	3 laps

28th April: 5 miles

1	W.A.Moorhouse	Thomas	5 laps
2	R.Dickey	Stoddard-Dayton	5 laps
3		Cadillac	5 laps

28th April: Exhibition Runs

	Bruno Seibel	Peerless "Red Devil"	0:01:02.4, 57.69 mph, 1 lap
	Barney Oldfield	Peerless "Green Dragon"	0:10:01.6, 59.84 mph, 10 laps

Agriculture Park, Los Angeles, CA

4th-5th May 1907

FP	#	Driver	Car	Time
4th May: 25 miles - Touring Cars				
1		Clarence McKeague	Tourist	0:29:47, 50.36 mph
2		Harris Hanshue	Reo "Bird"	25 laps
3			Buick	25 laps
4			Northern	25 laps
5			Buick	15 laps/Out
4th May: 5 miles - Runabouts, Heat 1				
1		Earle Anthony	Packard	0:05:42.6, 52.54 mph
2		Clarence McKeague	Tourist	5 laps
3		Clarence Smith	Aerocar	5 laps
4		Ross Foster	Stoddard-Dayton	5 laps
4th May: 5 miles - Runabouts, Heat 2				
1		Bert Latham	Packard	0:05:42.6, 52.54 mph
2		Ed Thompson	Packard	5 laps
3			Tourist	5 laps
4			Tourist	5 laps
5			Apperson	Out
4th May: 5 miles - Match Race				
1		Barney Oldfield	Peerless "Green Dragon"	0:05:14.6, 57.22 mph
2		Bruno Seibel	Peerless "Red Devil"	5 laps
4th May: 5 miles - 2 Cylinder Touring Cars				
1		Harris Hanshue	Reo "Bird"	5 laps
2			Jackson	5 laps
4th May: 1 mile - Time Trial				
1		Barney Oldfield	Peerless "Green Dragon"	0:00:55.6, 64.75 mph
5th May: 50 miles - Touring Cars, over $5000				
1		Lester Patee	Cadillac	1:06:30, 45.11 mph
2		Barney Oldfield	Royal	1:09:45
3		Clarence Smith	Elmore	1:11:32
4			Thomas	Finished
			Haynes	Out
		Dan Kuhl	Apperson	Out
5th May: 4 miles - Exhibition				
1		Harris Hanshue	Reo "Bird"	0:04:24.2, 54.50 mph
5th May: 5 miles - 4 Cylinder Cars				
1			Haynes	0:07:10, 41.9 mph
2			Tourist	5 laps
3		Clarence Smith	Elmore	5 laps
5th May: 5 miles - Match Race				
1		Bruno Seibel	Peerless "Red Devil"	0:05:07.2, 58.59 mph
2		Harris Hanshue	Reo "Bird"	5 laps
5th May: 5 miles - Touring Cars				
1			Haynes	0:06:58, 43.06 mph
2			Cadillac	5 laps
5th May: 5 miles - Match Race				
1		Bruno Seibel	Peerless "Red Devil"	0:05:12.2, 57.65 mph
2		Barney Oldfield	Peerless "Green Dragon"	4 laps/crankshaft

Leigh Lynch of the Lord Motor Car Company had been due to race, but crashed his car before the race while trying it out on public roads (on either the 29th or 30th April). The roads were wet,

and when reaching almost 60 mph on West Pico Street he skidded at Hope Street for half a block and into a curb. The car became airborne, smashing the front of the car and the wheels, badly bruising Lynch and his companion Claude Van Dyke. It was not entered in any race.

Agriculture Park, Los Angeles, CA

12th May 1907

FP	#	Driver	Car	Time
50 miles - Open				
1		A.J.Smith	Elmore	1:15:11, 39.90 mph
2		Ralph Hamlin	Franklin	50 laps
3		Bert Latham	Thomas	42 laps/overheated/fan belt
4		Bliss Dudley	Crawford	
3 miles - Roadster Race				
1		Earle Anthony	Packard	0:03:32, 48.65 mph
2		Harold Stone	Frayer-Miller	3 laps
3		W.G.Collins	Special	3 laps
5 miles - Match Race				
1		Harris Hanshue	Reo "Bird"	0:05:04.2, 59.17 mph
2		Bruno Seibel	Peerless "Red Devil"	5 laps
5 miles - Match Race				
1		Barney Oldfield	Peerless "Green Dragon"	0:05:10.4, 57.99 mph
2		Harris Hanshue	Reo "Bird"	5 laps

Decatur, IL

12th May 1907

3 miles

1	Keller	stripped touring car	0:04:20.6
2	La Rue Vredenburg	Stoddard-Dayton	

Fastest Lap: Keller, 1m21.2 on lap 3

3 miles

1	John Vredenburg	Stoddard-Dayton	0:04:23.2
2	George Ehrhart	Pope-Toledo	

Fastest Lap: Ehrhart, 1m26.0

Ehrhart had been leading by up to a quarter of a mile when the bearings in his rear wheel broke, locking the wheel and causing the car to skid.

3 miles – For two cylinder automobiles

1	H.R.Manecke	Pope-Hartford	0:06:14.0
2	E.E.Poole	Rambler	

Fastest Lap: Manecke, 2m00.0

3 miles

1	Greider	Auto car	0:03:00.0
2	John Vredenburg	Stoddard-Dayton	

Fastest Lap: Greider, 1m39.0

Time Trials

Johnson	Stoddard-Dayton	0:01:23, 1 mile
Keller	stripped touring car	0:02:43, 2 miles

An attempt was made to arrange another race between Keller and Vredenburg, but the arrangements couldn't be made in time. Keller set a lap record of 1m21 during his time trial.

Point Breeze, PA

24th-25th May 1907 - 24 Hour race

FP	#	Driver	Car	Time
1		Joseph Brown/Robert Maynes	Autocar 30	791 laps 32.9 mph
2		Dan Webster/Harry Knepper	Frayer-Miller	736 30.7
3		John Haynes/George McKay	Dragon 24	733 30.5
4		T.F.Randolph/Ed O'Donnell	Dragon 24	686 28.6
5		George Ruhland/Max LaRoche	Cleveland	544/17 hours/accident
6		William Wallace	Darracq	485/17 hours/accident
7		Harry Stillman	Mercedes 18	436/17 hours/withdrew
8		R.S.Crawford/T.M.Twining	Crawford 40	389/17 hours/withdrew
9		Ralph Mongini	Matheson 60	130/Out
10		H.F.Greenwalt/Edwin Yost	Mitchell 35	Out

Leaders: Crawford/Twining hour 1
Webster/Knepper hours 2-17
Brown/Maynes hours 18-24

Giants' Despair, Wilkes Barre, PA

30th May 1907 - 1.08 mile hillclimb

FP	#	Driver	Car	Time
Stock chassis, under $1000				
		H.N.Grant	Maxwell 22	0:02:47 - Disqualified
1		Charles Fleming	Maxwell 14	0:03:07
2		H.J.Koehler	Buick 22	0:03:18.6

Grand disqualified for running a non-stock body

Stock chassis, under $2500				
1		Guy Hutchinson	Corbin 24	0:02:31.6
2		H.N.Grant	Maxwell 14	0:02:38
3		William Bourque	Knox 30	0:02:42.2
4		E.C.Ireland	Stoddard-Dayton 30	0:02:45.8
5		E.L.Leinbach	Stoddard-Dayton 30	0:02:47.8
6		Harold Headly	Stoddard-Dayton 30	0:02:51.2
7		Herbert Bitner	Rambler 35	0:03:05.8
8		H.J.Koehler	Buick 22	0:03:06.4
9		H.F.Greenwalt	Mitchell 35	0:04:14
10		Jones	Ford 14	0:04:30
11		John Haynes	Dragon 24	0:04:43.8
12		J.H.Boswell	Jackson 24	0:05:32.4
13		Offenhauser	Maxwell 22	Stalled
Stock, Touring Cars				
1		Charles Hoffman	Stearns 30	0:02:16.8
2		Guy Vaughn	Stearns 30	0:02:19.4
3		James Grady	Pope-Hartford 25	0:02:39.8
4		George Kessler	Fiat 35	0:02:49
Stock Chassis, Under $4000				
1		James Grady	Pope-Hartford 25	0:02:05.8
2		Montague Roberts	Thomas Flyer 60	0:02:06.6
3		William Bourque	Knox	0:02:37.4
4		Len Zengel	Pennsylvania 35	0:02:46.4
5		E.L.Leinbach	Stoddard-Dayton 35	0:02:47.8
6		Harold Headly	Stoddard-Dayton 35	0:02:57.6
7		H.J.Koehler	Buick 22	0:03:01.8
8		Herbert Bitner	Rambler 35	0:03:07.6
9		Joseph Brown	Autocar 30	0:03:22.4
10		Tom Berger	Oldsmobile 35	0:03:44
Stock Chassis, Over $5000				
1		Willie Haupt	Chadwick 50	0:02:07
2		Charles Ward	Matheson 60	0:02:19
3		Ross Anderson	Matheson 45	0:02:24.8
4		George Kessler	Fiat 35	0:02:35.8

Course Record Attempt

	Walter White	White Steamer 30	stalled
	Walter White	White Steamer 30	0:01:49.8

FFA, Racing Bodies

1	James Ryall	Matheson 60	0:01:59.4
2	Montague Roberts	Thomas Flyer 60	0:02:01.2
3	Willie Haupt	Chadwick 50	0:02:05.6
4	James Grady	Pope-Hartford 25	0:02:06.8
5	Charles Ward	Matheson 60	0:02:18.8
6	Ross Anderson	Matheson 60	0:02:28.2
7	Offenhauser	Maxwell 22	0:02:53.8
8	Charles Fleming	Maxwell 14	0:03:03.4

Runabout Class

1	Walter Harper	Stanley 20	0:01:56.8
2	Tom Berger	Oldsmobile 35	0:02:47.8
3	G.S.Smith	Stoddard-Dayton 35	0:02:52.6
4	Charles Fleming	Maxwell 14	0:03:18.4

Sport Hill, Easton, CT

30th May 1907 - Hillclimb

FP	#	Driver	Car	Time
Stock Chassis, under $1000				
1		Sperry	Maxwell 12	0:02:06
Stock Chassis, $1000-$2000				
1		H.D.Gates	Reo 16	0:02:19
2			Reo 20	0:02:27
3		Bell	Jackson 20	0:02:30
Stock Chassis, $2000-$3000				
1		Harry Seymour	Pope-Hartford 25	0:01:49
2			Oldsmobile 40	0:02:12
Stock Chassis, over $3000				
1		N.W.Bishop	Simplex 75	0:01:37.6
2		Pearsall	Packard 30	0:01:41.6
Stock Chassis, under $5000				
1		Joe Tracy	Locomobile 40	0:01:24.4
2		Caleb Bragg	Stanley Steamer 20	0:01:24.4
3		Crawford	Stoddard-Dayton 50	0:01:32.6
4		G.W.Burrell	Oldsmobile 40	No time

N.B. - Bragg was protested for being an amateur, but the protest was rejected.

Hyde Park, MA

30th May 1907

FP	#	Driver	Car	Time
100 miles - Touring Cars				
1		William Falberth	Oldsmobile 35	2:10:00, 46.15 mph
2		Harry Murch	Cadillac 30	2:16:55.2
3		Fred Lewis	Frayer-Miller 50	2:38:30.2
4		C.C.Hawkins	Grout 35	82 laps/Out
5		Liffike	Dragon 24	80 laps/Out
6		A.E.Morrison	Stearns 30	79 laps/Out
7		Edward B.Blakely	Jackson 20	75 laps/Out
8		V.A.Neilson	Moon 30	73 laps/Out

Other Entrants:

	M.Potter	American Mors
	C.L.Stafford	Packard

N.B. - John Haynes was entered for the Dragon beforehand.

50 miles - Roadsters

1	Fred Allen	Oldsmobile 35	1:03:24, 47.32 mph
2	W.A.Fredricks	American 24	1:04:45.8
3	H.D.Church	Royal Tourist 40	1:08:52.2
4		Stanley Steamer	25 laps/Out
5	Bob Burman	Jackson 40	Out
6	J.W.Swan	Corbin 24	Out
7	Grout	Grout 35	Out
8	G.M.Weatherbee	Crawford 45	Out
9	Albert Dennison	Knox 30	Out
10	John Haynes	Dragon 24	Out

Other Entrants:

Benjamin Turyman	Logan
A.E.Morrison	Stearns
E.O.Hayes	Dolson

N.B. – E.P.Blake was entered to race the Jackson beforehand.

Libertyville, IL

30th May 1907

FP	#	Driver	Car	Time

5 miles: Touring Cars, $1000-$3000

1	Otis Friend	Wayne 35 hp	0:09:10
2	J.Stevens	Pierce-Racine 40 hp	
3	C.Friedberg	CF 30 hp	

5 miles: Roadsters, $3200 and under

Only Jack Lewis in an American went to the start line, so the race was abandoned.

5 miles: Touring Cars, $3200-$4200

1	C.A.Coey	Thomas Flyer 60 hp	0:07:31
2	Frank Illsley	Stevens Duryea "Little Six"	

Heineman led from the off (standing start) in Frank Illsley's car, only for Coey to pass him on the final back stretch and win by a few lengths.

5 miles: Roadsters, $4250 and under

1	Otto Lehman	Packard 30 hp	0:06:40
2	Joe Linn	American 40 hp	

5 miles: New Southern Challenge Cup

1	Otto Lehman	Packard 30 hp	0:06:39
2	Joe Linn	American 40 hp	ret/2 miles

2 miles: Exhibition

	Osinger	Stevens-Duryea "Big Six"	0:02:28 (first mile in 1m14.2)

Ran by the newly formed Libertyville Automobile Association. Six races were scheduled, but the two were abandoned.

Bennings, DC

31st May 1907

FP	#	Driver	Car	Time

100 miles - Free-Formula

1	Wallace C.Hood	Thomas 60	2:12:43, 45.21 mph
2	A.L.McCormick	Oldsmobile 35	2:22:01
3	John Lutz	Oldsmobile 35	2:26:08
4	Howard Gill	Thomas 40	45 laps/Out
5	Ralph Mongini	Columbia 30	Out
6	Joan Cuneo	Rainier 45	Out
7	J.Conway	Thomas 50	Out

5 miles - Roadsters, under 60 hp

1	Wallace C.Hood	Thomas 60	0:06:28, 46.4 mph
2	J.Conway	Thomas 50	5 laps
3	Howard Gill	Thomas 40	5 laps

Santa Rosa, CA

1st June 1907

Organised by the Sonoma County Driving Club, there were three driving races and a five mile race for a cup. An advert in the Oakland Tribune for White steam cars also suggests that White cars won 10 and 25 mile free-for-all races at this meet and made the fastest mile.

Bennings, DC

7th June 1907

FP	#	Driver	Car	Time
10 miles - Elks only race				
1		Thomas E. Miller	24 hp	0:16:05
2		Edward H. Neumeyer Jr	24 hp	0:16:22
3		Adolph Loehl	24 hp	
4		Charles P. Stohlman	22 hp	

Neumeyer overtook Loehl on lap 7, the only positional change during the race.

25 miles – gasoline cars 60 hp and uner			
1	Wallace C.Hood	Thomas 60 hp	0:32:09
-	John E.Lutz	40 hp	
-	Harry A.Orme	40 hp	

Orme and Lutz both broke down multiple times, and neither completed more than 15 miles.

Track record attempt			
	Wallace C.Hood	Thomas 60 hp	0:01:12

Hood did the lap in a fraction under 1m12, which was slower than the 1m10 he had managed on lap 2 of the 25 mile race, and slower than Barney Oldfield's record of 1m09.

5 miles – gasoline cars $1250 and under		
1	Sam Luttrell	0:08:02
	Charles E.Miller	
	Adolph Loehl	

The races were part of the Washington Lodge of Elks Jubilee celebrations, which also included a mule race, a bicycle race, a motorcycle race and a circus.

New York Motor Club 200 mile endurance run

6th June 1907 – New York to Albany

The route from New York went through Yonkers, Tarrytown, Peekskill, Fishkill, Poughkeepsie, Millbrook, Amenia, Lakeville, Salisbury, Great Barrington and Lenox, the route being the same as that covered in the opposite direction on the last day of the 1905 Glidden Tour. From Lenox, the route went through Pittsfield, Lebanon, Canaan Four Corners, Chatham, Valatio and Schodack Center, finishing at Albany at the Hotel Ten Eyck.
A few miles out of Albany, one of the competing cars crashed into an electric car. The driver, Clarence McKenzie of New York and president of the Standard Brake Co, was killed instantly. His two passengers, W.Howard Mosher, a bicycle policeman of New York City, and W.J.Swan of New Britain, Connecticut, a chauffeur, were taken to hospital. Mosher was badly injured. The automobile had been among the leaders in the event when it hit the car at Clinton Heights, a station on the Albany and Hudson third rail electric line system. The main road crosses the tracks at this point and there is a steep incline in the road. The automobile was going down the hill and the electric car going up a steep grade. The occupants were thrown from the automobile, McKenzie being hurled over an electric cable suspended several feet above the ground. It is believed that death was instantaneous. Mosher sustained fractures of the skull, jaw and hip and probably internal injuries. Swan sustained severe injuries about the head and

body. Eighteen of the automobiles which started from New York finished before 11 pm at night, the first arriving shortly after 6 pm and the rest coming in at intervals during the night.

Stucky Hill, OH

15th June 1907 - Hillclimb

FP	#	Driver	Car	Time
Stock Chassis, amateurs				
1		F.F.Hart	Stearns	0:01:20.8
2		Al Engle	Reo	0:01:38.2
3		Fred Dehring	Reo	0:01:55.1
Stock Runabouts, under $850				
1		James McInnis	Reo	0:01:36.5
2		Charles Machader	Ford	0:01:49.4
Stock Runabouts, $850-$1500				
1		Bob Burman	Jackson	0:01:38.6
2		C.R.Thomas	Reo	0:01:44.8
3		C.D.Paxton	Jackson	0:01:49.6
4		C.R.Thomas	Reo	0:01:51.8
Stock Touring, $850-$1500				
1		C.R.Thomas	Reo	0:01:46.2
2		C.D.Paxton	Jackson	0:01:49.6
3		C.H.Tipling	Reo	0:02:08.0
4		Bob Burman	Jackson	0:02:37.9
5		James McInnis	Reo	0:06:04.0
Stock Runabouts, under $5000				
1		Bob Burman	Jackson	0:01:32.8
2		E.C.Ireland	Stoddard-Dayton	0:01:32.2
3		F.H.Adams	Mora	0:02:29.8
Stock Touring, under $2000				
1		Bob Burman	Jackson	0:01:32.2
2		James McInnis	Reo	0:01:37.7
3		C.R.Thomas	Reo	0:01:48.2
Stock Runabout, under $3000				
1		M.J.Roseboro	Ford	0:01:13.2
2		E.C.Ireland	Stoddard-Dayton	0:01:32.2
Stock Touring, under $3000				
1		Frank Kulick	Ford	0:01:21.7
2		Arthur Scarce	White	0:01:27.9
3		James Grady	Pope-Hartford	0:01:29.0
4		Bob Burman	Jackson	0:01:37.3
5		A.O.Brooks	Stoddard-Dayton	0:01:40.3
6		Louis Schmidt	Jackson	0:01:42.5
Stock Runabout, under $5000				
1		Frank Leland	Stearns	0:01:01.3
2		F.F.Hart	Stearns	0:01:13.3
Stock Touring, under $5000				
1		Charles Schlipp	Stearns	0:00:57.7
2		Herbert Lytle	Pope-Toledo	0:00:58.9
3		R.H.McGoon	Pope-Toledo	0:01:06.2
4		Theodore Tehen	Stearns	0:01:23.3
Stock, under $5000				
1		Frank Leland	Stearns	0:01:11.1
2 Cylinder Gasoline, Displacement Handicap				
1		Bob Burman	Jackson	0:01:43.0
2		C.D.Paxton	Jackson	0:02:33.6
4 Cylinder Gasoline, Displacement Handicap				
1		A.L.Campbell	Darracq	0:00:54.1
2		Charles Schlipp	Stearns	0:00:56.0
3		James Grady	Pope-Hartford	0:01:01.9
4		Herbert Lytle	Pope-Toledo	0:01:03.6

5	R.H.McGoon	Pope-Toledo	0:01:04.8
6	A.O.Brooks	Stoddard-Dayton	0:01:23.0
7	E.C.Ireland	Stoddard-Dayton	0:01:33.0
8	Harry S.Moore	Stoddard-Dayton	0:01:36.5

6 Cylinder Gasoline, Displacement Handicap

1	Frank Leland	Stearns	0:01:14.0

Class B, 851-1432 pounds

1	A.O.Brooks	Stoddard-Dayton	0:01:28.7
2	James McInnis	Reo	0:01:36.3
3	C.R.Thomas	Reo	0:01:37.2
4	Bob Burman	Jackson	0:01:42.9
5	C.D.Paxton	Jackson	0:02:30.2

Class A, 1432-2204 pounds

1	Walter White	White Steamer	0:00:47.3
2	A.L.Campbell	Darracq	0:00:51.0
3	Herbert Lytle	Pope-Toledo	0:00:59.0
4	James Grady	Pope-Hartford	0:01:01.7
5	R.H.McGoon	Pope-Toledo	0:01:03.6
6	A.O.Brooks	Stoddard-Dayton	0:01:22.4
7	C.D.Paxton	Jackson	0:01:27.9

Free-Formula

1	Walter White	White Steamer	0:00:48.7
2	Frank Leland	Steans	0:00:52.9
3	Charles Schlipp	Steans	0:00:57.3
4	Walter White	White Steamer	0:00:58.5
5	Herbert Lytle	Pope-Toledo	0:00:59.9
6	Charles Schlipp	Stearns	0:01:01.1
7	R.H.McGoon	Pope-Toledo	0:01:04.2
8	C.D.Paxton	Jackson	0:01:21.4
9	Louis Schmidt	Jackson	0:01:32.0

Electrics

1	Gruenfeld	Baker	0:01:41.5

Minneapolis, MN

19th June 1907 - 0.28 mile hillclimb

FP	#	Driver	Car	Time
Class 1, under $1000				
1			Model R Ford	0:00:39.4
2		W.E.Wheeler	Model N Ford	0:00:40.2
3		D.C.Powles	Mitchell	0:00:42.0
4		Ed Clark	Mitchell	0:00:45.0
Class 2, under $1500				
1		Healey	Jackson	0:00:39.2
2		Charles Nyquist	Buick	0:00:41.0
3		I.D.Tussey	Buick	0:00:41.2
4		Henry Pence	Buick	0:00:47.0
5		R.Douglas	Auburn	0:00:47.5
6		R.Douglas	Auburn	0:00:48.4
7		W.A.Fox	Motor	0:01:06.0
Class 3, under $2500				
1		Ed Zerbies	Mitchell	0:00:32.4
2		Erne Simpson	Rambler	0:00:34.0
3		Fred Pfeifle	Cadillac	0:00:34.8
4		W.C.Rice	Kissel Kar	0:00:36.0
5		J.M.Murphy	Cornish-Frieberg	0:00:37.6
6		Ed Clark	Mitchell	0:00:38.8
7		Charles Nyquist	Buick	0:00:39.0
8		Ed Zerbies	Mitchell	0:00:39.0
9		W.O.Larson	Cornish-Frieberg	0:00:39.0
10		George Murphy	Wayne	0:00:41.0
11		Gus Ringlund	Cadillac	0:00:42.4
12		L.E.Choate	Dragon	0:00:51.0
13		H.J.Mich	Corbin	0:01:04.0

Class 4, under $2500

1	Charles Joy	Pope	0:00:28.0
2	Henry Pence	Stevens-Duryea 6	0:00:30.0
3	Ed Noble	Haynes	0:00:30.8
4	Erne Simpson	Rambler	0:00:31.2
5	Oscar Bergstrom	Aerocar	0:00:33.0
6	Fred Pfeifle	Cadillac	0:00:36.0
7	Charles Nyquist	Stevens-Duryea 4	0:00:37.6
8	Ed Clark	Mitchell	0:00:40.0
9	George Murphy	Wayne	0:00:42.4
10	Robert Gallagher	National	0:00:42.0

Class 5, Free-Formula

1	Joe Littlewood	Stearns	0:00:27.0
2	Henry Pence	Stevens-Duryea 6	0:00:27.0
3	Charles Joy	Pope	0:00:29.0
4	L.H.Piper	Packard	0:00:29.6
5	Ed Noble	Haynes	0:00:32.0
6	Oscar Bergstrom	Aerocar	0:00:33.2
7	Fred Pfeifle	Cadillac	0:00:34.6

Class 6, FFA, Roadsters

1	Ralph Bagley	Packard	0:00:32.0
2	Appenheim	Oldsmobile	0:00:33.0
3	George Murphy	Mitchell	0:00:37.6
4	A.C.Bennett	Winton	0:00:38.0
5	E.R.Scheefe	DeLuxe	0:00:39.0
6	Joseph O'Brien	Blomstrom	0:00:50.0

Class 7, steam cars

1	George Hilgers	Stanley	0:00:23.0

Match Race

1	Henry Pence	Stevens-Duryea 6	0:00:25.0
2	Joe Littlewood	Stearns	0:00:28.0

Automobile Club of America Sealed Bonnet Contest

19th-22nd June 1907 – 600 miles (700 miles for runabouts)

Forty-two cars from forty-seven finished the contest with a clean score. A sealed bonnet contest meant that all of the parts beneath it, the transmission gears, axles, wheels, coil boxes etc were sealed by the committee, and no adjustments, repairs or replacements of any kind could be made other than tyres during the contest. Supplies of gasoline, lubricants and water could be taken on without restriction.

Grosse Pointe, MI

21st-22nd June 1907 - 24 Hour race

FP	#	Driver	Car	Time	
1		Bert Lorimer/Frank Kulick	Ford 6-40	1135 laps	47.29 mph
2		Herbert Lytle/Lohse	Pope-Toledo 50	1109	46.21
3		Charles Coey	Thomas 60	990	41.25
4			Wayne 30	958	39.92
5			Ford 15	798	33.25
6			Buick 24	752	31.33
7			Ford 15	728	30.33
8			Stevens Duryea 24	712	29.66
9		Eddie Bald/Norm Selby	American 40	196, 5 hours/out	

N.B. - Teams were permitted to replace starting car with relief car. Pope-Toledo crashed during the 16th hour, and was replaced with a factory test car. Mongini (not known which car) planned to drive this event in its entirety without any other driver, and bets were made on whether he could do it.

Los Angeles to Lakeside, San Diego

27th-28th June 1907

A combined endurance and economy run, classes based on price - bands are under $1500, $1501-$3000, and over $3000, for both Touring Cars and Runabouts. The route was as follows:-

27th June, starting 7am from the corner of Eighteenth and Main Streets. Go via Pasadena, Monrovia, Azusa, Glendora, Claremont, Upland, Edwards, Riverside, Box Springs, Perris to Elsinore.
28th June, starting in Elsinore, via Murietta, Temecula, Rainbow to Escondido then Lakeside.

Each entrant started with 1000 points. One point was deducted for each minute of stoppage on the road or repair work except for replacing tyres. One point was deducted for each minute ahead of schedule at the controls. The schedule was set at the maximum speed allowed by law, and there was no penalty for late arrival at control. In each division, the car having the highest score was to be given a certificate of its performance. In the economy contest, the awards were based on the amount of gasoline used per pound weight of the passengers carried. Cars were not allowed to carry any more passengers than their regularly advertised capacity.

The entrants were as follows:

Car	Driver	Observer	Class	Notes
Elmore	Wren Burnwood			
Haynes	George O.Barnes	John Albright		
Elmore	George D.Drake	Dr W.E.Neil	Runabout, $1501-$3000	
Dragon	M.J.Morton	D.K.Kelly		
Elmore	Edwin Locke		Car, $1501-$3000	
Great Smith	C.E.Bireley	W.D.Campbell	Car, $1501-$3000	
Reo	Harris M.Hanshue	O.Zahn		
Dragon	David Kinsey	Charles Wuerst		
Franklin	Dwight H.Hart	G.W.Thompson	Car, $1501-$3000	Perfect score
Autocar	R.M.Cressing	George Allen	Runabout, <$1500	
Great Smith	P.A.Renton	John Simms	Car, $1501-$3000	Perfect score
Elmore	D.J.Bastanchury	E.Booth	Car, $1501-$3000	
Elmore	A.J.Smith		Car, $1501-$3000	
Reo	August Oberlin	M.Smith		
Wayne	Dr T.A.Lancaster	A.B.Ulrey	Car >$3000	
Wayne	E.J.Bennett		Car >$3000	Perfect score
Royal Tourist	James Morley	J.C.Green	Car >$3000	Perfect score
Reo	H.D.Blanchard	W.J.Thurman	Car, <$1500	
Lozier	Ralph Hamlin		Car >$3000	Perfect score
American			Car >$3000	
White steamer	A.R.Frazer		Car >$3000	
White steamer	R.E.Powell		Car >$3000	Perfect score
Locomobile			Car >$3000	Perfect score
Winton			Car >$3000	
Moon	A.W.McCreedy Jr		Car >$3000	Perfect score
Marmon			Car >$3000	
Marmon	C.S.Anthony		Car >$3000	Perfect score
Franklin	Dr James F.Fisher		Runabout, $1501-$3000	
Tourist	E.P.Fleming		Runabout, $1501-$3000	
Elmore	J.W.Keiser		Car, $1501-$3000	
Elmore	S.A.McKee		Car, $1501-$3000	
Premier	F.L.Batsford		Car, $1501-$3000	
Cadillac			Car, $1501-$3000	
Great Smith	George Williams		Car, $1501-$3000	
Dragon			Car, $1501-$3000	
Dragon			Car, $1501-$3000	
Haynes			Car, $1501-$3000	Perfect score
Tourist			Car, $1501-$3000	Perfect score
Pullman			Car, $1501-$3000	
Aerocar	Tracy Holmes		Car, $1501-$3000	Perfect score
White			Car, $1501-$3000	
Pope-Hartford			Car, $1501-$3000	Perfect score
Mitchell	Green Robbins		Car, $1501-$3000	
Cadillac			Runabout, <$1500	Perfect score
Maxwell			Runabout, <$1500	
Moline	William Gregory		Runabout, <$1500	
Maxwell	Fred Coop		Runabout, <$1500	Perfect score
Tourist	C.E.Price		Runabout, <$1500	
Mitchell	O.G.Cates		Runabout, <$1500	
Waltham-Orient	M.De Vaux		Runabout, <$1500	
Ford			Runabout, <$1500	
Ford			Runabout, <$1500	
Reo	L.T.Schettler		Car, <$1500	
Cadillac			Car, <$1500	Perfect score

Moline			Car, <$1500	
Gale	G.F.Wheeler		Car, <$1500	
Maxwell			Car, <$1500	
Jackson	A.W.Gump		Car, <$1500	Perfect score
Jackson			Car, <$1500	
Tourist	Lin Lull Jr		Car, <$1500	
Tourist	W.M.Varney		Car, <$1500	Perfect score
Tourist	W.H.Coultherst		Car, <$1500	Perfect score
Tourist	J.W.Sahland		Car, <$1500	Perfect score
Tourist	James Irving		Car, <$1500	Perfect score
Tourist	W.W.Pedlars		Car, <$1500	Perfect score
Tourist	V.S.Brandsire		Car, <$1500	

There were 65 entrants, of which 62 started.

40 made a perfect score on day one – it was the hottest day of the year by far, and it was reportedly 110 F (43 C) in the shade the following day at Temecula. Some problems were caused by the theft of gasoline at the overnight stop. Despite the cars being corralled and lit up with arc lights, and the presence of a watchman, thieves managed to remove duel from the freshly fuelled cars. The observers were instructed to re-measure the amount of fuel each car was carrying before they restarted, and in doing so it was found that five gallons had been stolen from one car. However, the post race referee refused to take these fuel thefts into account when calculating the fuel economy figures.

Fuel economy contest winners:

Runabouts, $1501-$3000	*E.P.Fleming, Tourist, 397 pounds – 11 1/8 gallons.*
Touring cars, $1501-$3000	*White Garage, Pope-Hartford, 920 pounds – 8½ gallons.*
Touring cars, $1500 and under	*C.W.Sahland, Tourist, 838 pounds – 8¾ gallons.*

Hamline, Minneapolis, MN

28th-29th June 1907

FP	#	Driver	Car	Time
10 miles - Twin City Championship				
1		Eddie Bald	Oldsmobile	0:13:07.4
2		Cowles	Mitchell	10 laps
25 miles - Free-Formula				
1		Eddie Bald	Oldsmobile	0:30:28, 49.23 mph
2		Erne Simpson	National	25 laps
3		F.G.Winston	Oldsmobile	25 laps
4		Otis Friend	Mitchell	25 laps
5		Joe Littlewood	Stearns	25 laps
6		Ed Zerbies	Mitchell	accident
2 miles - Dash				
1		Ralph Bagley	Packard	0:02:35.4, 46.33 mph
2		Erne Simpson	National	2 laps
3		F.G.Winston	Columbia	2 laps
4		Joe Littlewood	Stearns	2 laps
5 miles - International Sweepstakes				
1		Eddie Bald	Oldsmobile	0:06:07.5, 48.98 mph
2		Ralph Mongini	Packard	0:06:08.0
24 Hour Race, Free-Formula				
1		Ralph Mongini/Robert Zach	Locomobile	1037 laps 43.2 mph
2		Ed Zerbies/Otis Friend	Mitchell	1009 42.0 mph
3		Eddie Bald/F.G.Winston	Oldsmobile	425/out
4		Andy Peterson	Oldsmobile	DNF
5		Johnson/Miller	Frayer-Miller	DNF

N.B. – relief cars were allowed and were used in 24 hour race. Zerbies had two accidents in which he ran into the fence and damaged his car – his riding mechanic, Peterson, was severely hurt in one of them.

Point Breeze, PA

28th-29th June 1907

FP	#	Driver	Car	Time
24 Hour Race, Free-Formula				
1		Harry Michener/Ralph Mulford	Lozier 40	717 laps 29.9 mph
2		Dan Webster/Frank Lawwell	Frayer-Miller 50	711 29.6
3		William Wallace/Frank Campbell	Darracq 40	683 28.4
4		George Ruhland/Max LaRoche	Cleveland 35	564 23.5
5		M.J.Leclerc/Harry H.Knepper	Frayer-Miller 24	499 18.8
6		George Stranahan/Fred Linder	Mercedes	379/23 hours/retired
7		H.F.Greenwait/John A.Harkins	Mitchell 35	233/9 hours/accident
8		Luther Smelser	Lozier 40	193/7 hours/accident
9		Paul Schill/Harry Stillman	Mercedes 60	76/3 hours/accident
10			Bouglewah 12	23/1 hour/retired

Shill went through the fence at the first turn. Smelser went through the fence at the same place, but landed in a ditch filled with water and escaped injury. The Mitchell also crashed into the fence, breaking the rib of the mechanician, who was taken to hospital. Heavy rain 17 hours in to the event curtailed any record attempts - 592 miles had been completed by the lead car up to the point of rain.

5 miles, City Championship				
1		Tom Berger	Oldsmobile 35	0:05:50.4, 51.37 mph
2		Howard Miller	Pope-Hartford	5 laps
3		George P.Parker	Oldsmobile 35	5 laps
5 miles, Free-Formula				
1		Guy Vaughn	Stearns 50	0:05:44.2, 52.29 mph
2		Tom Berger	Oldsmobile 35	5 laps
3		Paul Schill	Mercedes 60	5 laps
10 miles, Stock Free-Formula				
1		Guy Vaughn	Stearns 30	0:11:20.0, 52.94 mph
2		Tom Berger	Oldsmobile 35	10 laps
3		Paul Schill	Mercedes 60	10 laps
10 miles, Free-Formula				
1		Guy Vaughn	Stearns 30	0:11:14.2, 53.40 mph
2		Tom Berger	Oldsmobile 35	10 laps
3		Paul Schill	Mercedes 60	Out
4		Howard Miller	Pope-Hartford	Out

Lakeside, San Diego, CA

29th-30th June 1907

FP	#	Driver	Car	Time
29th June: 30 miles				
1		A.J.Smith	Elmore 15	0:39:47.6, 45.23 mph
2			Haynes	15 laps
3			Peerless	15 laps
29th June: 6 miles				
1			Tourist	0:07:44.0, 46.55 mph
2			Buick	3 laps
3			Ford	3 laps
29th June: 8 miles, Cupid Race				
1		J.W.McAllister	Peerless	0:11:32.0, 41.62 mph
2		Ralph Hamlin	Lozier	4 laps

Drivers had to stop and pick up women passengers

29th June: 4 miles, Match Race				
1		Dan Kuhl	Simplex	0:05:32.4, 43.32 mph
2		C.E.Tranturn	American	2 laps
29th June: 4 miles, Cars $1501-$3000				
1			Ford 6	0:04:47.0, 50.17 mph
2			Moline	2 laps

3		Tourist	2 laps

30th June: 50 miles, Lakeside Inn Derby

1	John Scripps	Pierce	1:05:20.0, 45.92 mph
2	James Speed	Pope	25 laps
3	Robert Greer	Mitchell	23 laps/flagged
	R.Dickey	Peerless	

Dickey's radiator started to leak, so he pulled across the track and almost collected Scripps.

30th June: 8 miles, Cars over $3000

1	R.Dickey	Peerless	0:09:10.6, 52.31 mph
2	John Scripps	Pierce	4 laps

30th June: 6 miles, Roadster Race

1	Dan Kuhl	Simplex	0:07:56.0, 45.38 mph
2	C.E.Tranturn	American	3 laps

Irvington Horse Track, Portland, OR

3rd July 1907 – 1 mile dirt oval

What promised to be a great meeting fizzled out, ending with Barney Oldfield arrested and a warrant issued for E.A.Moross, Oldfield's business manager, on charges of obtaining money under false pretences. The warrants were issued at the insistance of the local newspaper, the Evening Telegram, in what the newspaper believed was the interest of clean sport. Oldfield was released on $500 bail.
There were many entries promised, but few turned up, and a heavy shower in the middle of the day left the track a sea of mud which made racing impossible. As a result, the Evening Telegram alleged that Oldfield and his manager used the name of a local motor club to gain prestige without the club's sanction, that the promoters of the race offered a card of races when they knew that none of the entrants planned to participate, and that the meeting was fake and put on for Oldfield and Moross to obtain a large sum from admission fees. It would seem that Oldfield and Moross thought that Oldfield's performance itself would be enough to guarantee a crowd.
Oldfield had to stay in Portland, and another incident occurred on the 6th July at the Hotel Portland. The normally temperate Oldfield had been drinking, and returned to his hotel room at 2am and had an argument with his wife who upbraided him for his conduct. He then smashed the window of his room, lacerating his hands, and had to be pulled from the window by his wife and hotel detective Joseph Reising, who had heard the shattering glass. The press called it a suicide attempt, but Oldfield said to the Los Angeles Times that "the statement that I attempted suicide is nonsense. I do not expect to die that way," and said that he had become intoxicated and was merely destructive. It isn't beyond the realms of possibility that it was all a publicity stunt by Oldfield to draw attention away from the initial charges.
The entire situation was resolved by the 9th July when the complaint was withdrawn, after Oldfield submitted a written statement which satisfactorily explained his connections and actions for the complainant.

Maxwellton, St.Louis, MO

3rd-4th July 1907

FP	#	Driver	Car	Time
3rd July: 5 miles - Under $2000				
1		Graham	Cadillac	0:07:34.2, 39.6 mph
2			Reo	Out
3rd July: 5 miles - Touring cars under $3000				
1		Bob Burman	Jackson	5 laps
2		A.B.Cull	Corbin	5 laps
3		C.Corkhill	Wayne	5 laps
3rd July: 10 miles				
1		H.A.Robinson	Thomas	0:13:28, 44.5 mph
2		Will Smythe	Wayne	10 laps
3rd July: 20 miles - Runabouts over $3000				
1		Fred Grinham	Packard	0:23:32, 51.0 mph
2		Davis	American	0:25:32

3		Moon	20 laps
4		Moon	
5		Stearns	

3rd July: 50 miles - Free-Formula

1	Davis	American	1:10:25, 42.6 mph
2	Fred Grinham	Thomas	35 laps/Out
3	C.Corkhill	Oldsmobile	Did not finish

3rd-4th July: 24 Hour race - Free-Formula

1	Bob Burman/Claps	Jackson 50	833 laps 34.7 mph
2	R.E.Smith	Matheson	752 31.3
3	L.A.Wagner/F.Woodward	Haynes 50	642, 22 hours/out
4	O'Neill/Lohse	Elmore 34	502, 18 hours/out
5	C.Corkhill/W.Bagnell	Oldsmobile 35	306, 9 hours/out
6	Alvin/Fred Grinham	Stearns 30-60	195, 5 hours/crankshaft
7	Graham/Harry Suttkuss	Cadillac	30, 4 hours/accident

Rock Valley, IA

4th July 1907

FP	#	Driver	Car	Time
1		Dr Frank Huizenga	Ford	
2		J.C.Vitzthum	Maxwell	

Wildwood, NJ

4th July 1907 - 1 mile straight drag

FP	#	Driver	Car	Time
Gasoline, under $1500				
1		George Vennell	Reo 16	0:01:40.4
2		C.A.Godshalk	Buick 22	Finished
Gasoline, under $2750				
1		George P.Parker	Oldsmobile 35	0:01:05.0
2		William Mullen	Wayne 30	Finished
3		William Longstretch	Maxwell 40	Finished
Gasoline, 4 cylinders, under $2000				
1		C.A.Godshalk	Buick 24	0:01:40.0
2		J.A.Bunn	Moline 24	Finished
3		William David	Mora 24	Finished
Gasoline, under $5500				
1		Montague Roberts	Thomas 60	0:01:09.2
2		Charles Hoffman	Stearns 30	Finished
3		Willie Haupt	Chadwick 60	Finished
Free-Formula				
1		Montague Roberts	Thomas Flyer 120	0:00:46.0
2		Walter Harper	Stanley 30	Finished
3		Charles Hoffman	Stearns 20	Finished
4		Sam Collom	Packard 30	Finished
Gasoline, under $2500				
1		Lester Dykman	Stoddard-Dayton	0:01:18.2
2		William Mullen	Wayne 30	Finished
3		C.A.Godshalk	Buick 22	Finished
Exhibition time trial				
1		Montague Roberts	Thomas Flyer 120	0:00:44.0

Peoria, IL

4th July 1907

FP	#	Driver	Car	Time
6 hour Race				
1		Charles Coey	Thomas Flyer	269 laps 44.8 mph
2		Ralph Mongini	Glide	231 38.5
3		Eddie Bald	Glide	216 36.0
4		Charles Price	Maxwell 20	186 31.0

Coey changed cars each hour! Mongini and Bald also changed cars at regular intervals. Price protested to the racing board of the American Motor Car Racing Association that his was the only car that did not stop its engine during the six hours of the race, and that as it was an endurance race he was the rightful winner. The protest doesn't seem to have got anywhere.

10 miles - Under $2500				
1		Eddie Bald	Glide Model G	0:14.56, 40.18 mph
2		Charles Price	Maxwell	10 laps
5 miles - Open free-formula				
1		Charles Coey	Thomas Flyer	0:07:36, 39.47 mph
2		Ralph Mongini	Glide	5 laps
2 miles - Exhibition				
1		Charles Coey	Thomas Flyer	0:02:26, 49.30 mph

Corona, CA

4th July 1907 – 3 mile Hillclimb

Held between 9 and 11 a.m. in the morning, the course started on Main Street and ran into the foothills over a uniform gradient of 3%. There were four classes, with $50 cups for each class.

IV Annual Glidden Tour of the American Automobile Association

10th-24th July 1907 – Cleveland-New York: 1519 miles

Described as a long distance pleasure trip, the Glidden Tour was more akin to a rally than a race. There were two separate trophies awarded – the Glidden Cup for touring cars, and the Hower Trophy for runabouts. Cars were started each morning at a certain time, and must arrive at the destination within two minutes of a specified time or be penalized a number of points based on the amount of time they arrived behind schedule. Cars were also penalized for any repairs made along the way, except for replacing tyres. Drivers were allowed a certain length of time for replacing damaged tyres, and this was taken into account at the check-in each evening.

There were two pilot cars which headed the tourists. The first pilot car was a Red Premier, driven by R.F.McNamara, and also containing M.C.Reeves (checker of cars), and H.L.Johnson, who scattered confetti along the road to guide the following tourists. The second pilot car was a Maxwell, driven by A.M.Reynolds, and containing Dai Lewis (secretary of the touring board), and C.A.Krone. The lead pilot car may not be overtaken during the event.

Wednesday, 10th July – Cleveland to Toledo.

Thursday, 11th July – Toledo to South Bend.
Kenneth R.Otis overturned his car while attempting to pass another car west of Toledo. Otis and his two passengers both received painful injuries, but none were fatal.
Bernard Sutton incurred penalties due to repairs necessary after hitting a bridge. He was leaving Hessville when one of a group of children stepped out in front of him at the entrance to a bridge. Rather than hit the child, Sutton turned his car into the iron girders surrounding the bridge, wrecking his front fender and axle. He had to effect repairs, and was one hour and thirty minutes late at the control.

Friday, 12th July – South Bend to Chicago
Six miles west of Toledo, Kenneth Otis overturned his car. A second accident happened near Bryan, Ohio, when Thomas J.Clark's car somersaulted. Clark didn't jump off and was badly hurt as a result, but his passengers did jump and escaped largely unhurt. Clark died from his injuries four days later.

G.Cabane also had an accident, going round a corner too fast and hitting a telegraph pole. The four occupants were thrown into a muddy puddle, passenger Joe Russ hitting his head on the pole as he sailed past. They were all largely okay, and as the car was not damaged, they continued onwards.
Several passengers had quit the tour by this time, their places having been taken by excess baggage to make up the weight.

Saturday & Sunday, 13th & 14th July
Rest days in Chicago.

Monday, 15th July - Chicago to South Bend.
R.G.Kelsey in a Matheson runabout retired 10 miles west of Washington when two studs broke on a con-rod, and a hole was punched threw the crankcase as a result

Tuesday, 16th July - South Bend to Indianapolis.

Wednesday, 17th July - Indianapolis to Columbus.
Girls along the route threw messages attached to stones into the cars, asking the tourists to send them souvenir cards. One hit Walter Richards, a mechanician in an Oldsmobile, over the eye while passing through Spingfield, causing a deep cut.

Thursday, 18th July - Columbus to Canton.
Newark: The speed limit through the town on Main Street was temporarily lifted to increase the spectacle, and several drivers took advantage of this, with drives four abreast at one point near Wyeth's. Four cars stopped in the city, two for gasoline, one for refreshments, and one to send a telegram. Car 105 hit a street car rail at the corner of West Main and Park Place, and briefly lost control. The day had started in heavy rain, and was marred by an accident involving a Haynes driven by Edward Noble. When passing two horses hitched to a cultivator, the noise of the Haynes caused the horses to rear, throwing farmer William Herbert onto the tonneau of the car, breaking his collarbone. Noble paid all of the expenses for the treatment.
Also in trouble was C.S.Johnson of the Automobile Club of America, who was arrested for speeding in Richmond, Indiana. He wired Chairman Frank Hower to request that time be taken out for the three hours that he was under arrest.
The tour also passed through Coschocton, with all of the cars stopping at Knoff's garage for gasoline. The crowd there was so large that some cars had problems finding the place. A few accidents occurred along the way. J.O.Neers, driving an Acme, hit a mud hole between Dresden and Coshocton and bent his rear axle. D.A.Boechler, driving an Elmore, broke a left front spring, and when he crossed Walnut Street in Coschocton, he hit the gutters, the shock throwing the body of the car forwards.
Later that day A.A.House's Deere broke its steering arm and coasted off the road and into a canal just beyond Port Washington. The water doesn't seem to have been very deep, and although all four wheels went into the water, everyone got out safely. J.G.Griffith, a Pittsburg newspaper man who had been riding in the front passenger seat fell forward and sprawled onto the left mudguard, but House quickly yanked him to safely. George M.Davis, who was the next car on the road but was by now a non-contestant stopped and tried to haul the car out of the canal using a heavy rope attached to his car, but the rope snapped twice in two attempts. In the end, it was only extracted with the help of some block and tackle and several horses, and by digging a runway into the canal bank for the car to slide up.
Ed Walter also had a small mishap when he disappeared into a ploughed field. Having gone around a sharp left behind, Walter accelerated over the following small bridge and realised that he couldn't make the next left turn. Rather than hit a telegraph pole, he went straight on into the field, going down a bank of six feet or so. He would have made it out if it hadn't been for a ditch dividing the field from a strip of pasture land near the road, and it took a team of mules and horses to extricate him. He still made the control on time.

Friday, 19th July - Canton to Pittsburg.
R.H.Tucker (driver), A.B.McLachlan, Charles Jardine and F.E.Estey escaped serious injury when they were shot at near Darlington, Ohio. Two .38 calibre shots were fired, one lodging two inches from the top of the tonneau. No-one was hurt.
The only two cylinder car at this point with no penalty was that of R.M.Owen, but there were reports circulated that he had substituted cars at some point. On the evening of the 19th Owen offered to deposit a certified cheque for $25,000 to go to any person who could prove the statement.
Paul Gaeth was held up by an overturned lumber wagon along the way, which caused him to incur a three point penalty.
W.H.Houck took himself out of the event when he crashed into a canal near New Philadelphia. The occupants all jumped clear and were unhurt, but the car was out permanently. The water had been drained between the locks, so no-one was in danger of drowning.

Saturday, 20th July - Pittsburg to Bedford Springs.
P.P.Johns suffered five punctures, and then hit a deep rut, throwing out one of his sons who landed on his head.

Sunday, 21st July.
Rest day in Bedford Springs.

Monday, 22nd July – Bedford Springs to Baltimore
Mrs Cuneo's tyre flew off when passing through Greencastle, Pennsylvania, causing the car to leave the road and hit a telephone pole, bending the front axle. John Haynes, who was following a short way behind, stopped and offered assistance, but no-one was injured.
T.P.Jones also had an accident, travelling a little too fast into Bonevola and colliding with a letter carrier wagon, knocking one of its wheels off and brushing one of the horses. He didn't stop, and seconds later he collided with the rear of J.W.Mears' Acme who was stopped so that he could pay his toll to the tollgate keeper. The impact bent the spring hangers of the Acme, but still Jones didn't stop, and he didn't pay the toll either. The mail carrier told Mears that he would take the matter up with the Federal authorities in the hope of forcing Jones to pay for the damaged cause, as he had seen a great many automobiles that day, but that none of them had been driven as recklessly.

Tuesday, 23rd July – Baltimore to Philadelphia

Wednesday, 24th July – Philadelphia to New York.

The Glidden Trophy was won by the Automobile Club of Buffalo, NY. However, there were two runabouts still with perfect scores, a Stoddard-Dayton driven by Ed Leinbach and entered by G.S.Smith, and a White driven and entered by H.K.Sheridan, and the owners were not willing to toss a coin for the Hower Trophy. So a further 2000 mile trial was set up to decide the trophy.

The new trial was to start in New York, going to Albany, then on to Syracuse, Buffalo, and on to Cleveland. Should the runabouts still be tied at Cleveland, then they were to be sent again over the full Glidden course.

The Hower Trophy was won by H.K.Sheridan in the White, which arrived at the Iroquois Hotel in Buffalo with a perfect score, 35 minutes ahead of Leinbach. Both cars had a perfect score up to Syracuse, at which point Leinbach started to have gear problems, and near Buffalo a spring broke, putting the car out of the race.

After the event, Mr Charles J.Glidden commented as follows on the road conditions in Ohio and Indiana on the way to South Bend to M.Worth Colwell in *The Outing Magazine*: "Seventy per cent of the roads encountered on this tour would, by any European government, be closed to travel and marked 'Use at your own peril.' One of the things that this tour has accomplished is that it has revealed some of the deplorable conditions of the highways of a prosperous nation. The accidents on the tour were due wholly to the bad roads which were unknown to the drivers. They were the worst trails imaginable."

Entrants by car number (where known):

Car #	Car	Driver	Passengers
7			
8			
9			
10			
11			
12	Thomas		
14		Philip S.Flinn	
15			
16			
17			
18			
19	Premier	J.W.Moore	Harry L.Johnson, W.T.Walker, J.W.Gogan
21			
22			
23			
25			
26	Rainier		
27	Pierce	A.Kumpf	
28			
29			
31	Mercer		
32	Oldsmobile		
33			
34			
37			
38	Stoddard-Dayton	H.C.Tillotson	
39			
40			

41			
42			
43			
44			
47			
48			
49			
50			
51			
52	Deere	A.A.House	W.H.Houck, J.G.Griffith
54			
55			
56			
58			
59			
60			
61			
76	Royal Tourist	Mrs Ora W.Parker	Mr Parker
90			
98		Ray McNamara	
99	Pierce Great Arrow	W.F.Winchester	Frank B. Hower, Charles J.Glidden, O.D.Utley, A.Liederman.
100			
102	Thomas		
103			
104			
105			
108			
111			
112			
114			White, Barclay, Dwinger

Entrants by driver (those not included above):

Driver	Car	Passengers/notes
G.F.Barr	Aerocar	
S.Black	Lozier	
Charles H.Burman	Peerless	
G.Buse	Packard	
G.Cabane	American Mors	Three others, including Joe Russ.
K.D.Chapin	Thomas Forty	Withdrew.
Theodore S.Clark		E.W.McGooking, ?.R.Fahey & George ???t (mechanic).
H.E.Coffin	Thomas Forty	Runabout.
M.M.Cole (or H.M.Coale)	Autocar	
Mrs Jean Newton Cuneo	Rambler	
George M.Davis	Thomas	
F.E.Dayton	Columbia	
F.S.Day	Pierce	
Tom Dunn	Pierce	Phillip Flinn (sometime seen as Phillip Flynn).
E.B.Finch		
C.A.Fleming	Maxwell	
R.D.Gardner	Pierce	
Paul Garth	Garth	
Montgomery Hallowell	Thomas Flyer	
George F.Harris	Acme	
John W.Haynes	Dragon	Runabout.
W.J.Howard	Oldsmobile	
Archie E.Hughes	Pierce	Runabout.
A.N.Jervis	Berliet	
P.P.Johns		His son was a passenger
C.S.Johnson		
Thomas P.Jones	Pierce	

R.G.Kelsey	Matheson	Runabout - withdrew 15th July
J.C.Kirkham		
L.C.Kreman	Maxwell	
Ed Walter	Walter	E.S.Lea
W.M.Levin	Mitchell	
J.W.Mears	Acme	
William Mitchell Lewis	Mitchell	
F.Lockwood	Reo	
G.P.More	Welsh	
Edward Noble	Haynes	
Kenneth R.Otis		Mrs Otis, Miss Rollins, J.J.Nunnan and J.Edward Spooner.
R.M.Owen	Reo	
Wallace Owen	Pennsylvania	Runabout.
H.H.Perkins	Packard	
Arno L.Peterseon	Meteor	
Charles Price	Maxwell	
R.Rainey	Reo	Withdrew.
A.M.Robbins	Aerocar	
Gus Ruse		
George S.Salzman	Thomas Flyer	
A.J.Scaife	White	
H.K.Sheridan	White	Runabout.
H.C.Shoemaker	Shoemaker	Withdrew 15th July - no replacement springs left.
N.H.van Sicklen	Apperson	
G.S.Smith	Stoddard-Dayton	Runabout.
H.O.Smith	Premier	Runabout.
W.C.Straub	Peerless	
H.C.Stutz	Marion	Runabout.
B.Sutton	Welch	
R.H.Tucker	Royal Tourist	
Lucius S.Tyler	Maxwell	
Ed Walter	Walter	
A.R.Welch	Welch	
Walter C.White	White	Was entered as a member of the Chicago Automobile Club, but as he believed he was being discriminated against by the Chicago Club in not being allowed to enter a 24 hour race at Harlem (it was restricted to gasoline cars only) - he entered as a member of the Cleveland Automobile Club instead.

Harlem, Chicago, IL

12th July 1907

FP	#	Driver	Car	Time
24 Hour Race - Free-Formula. For the Long Distance Championship of America.				
1		Charles Coey	Thomas Flyer	846 laps
2		Ralph Mongini/Dave Buck	Matheson	842
3		Wagoner/Watson	Haynes	813
4			Cadillac	794
5		Girbes	Mitchell	719
6	13	Charles Price	Maxwell	537, 23 hours/bent axle
7		G.Schoeneck	Pope-Toledo	454, 18 hours/withdrew
8			Cadillac	95, 3 hours/withdrew
Other Entrants				
-		Eddie Bald/Kirk	Apperson	
-		Trumbell/Willett	Buick	
-		Peter Bellow	Columbia	
-		Mrs J.M.Cuneo/Louis Desbrow	Napier	
-		Kid McCoy	American	
-		J.T.McWilliams	Darracq	
-		Robert Drach	Locomobile	
-			Jackson	
-			National	

-		Cleveland
-	S.P.Crawford	Crawford

One Cadillac was driven by H.B.Graham, one by O.H.Foster. But which? Price had the number 13 as it had been a good luck badge for him since his time in bicycle racing.

3 miles - Exhibition

1	Miss Alice Tetzner	Haynes	0:06:02.0, 29.83 mph

5 miles – New Southern Cup

1	Otto Lehman	Packard	0:07:16.0, 41.28 mph
2	C.Burnham	Jackson	5 laps

10 miles - John Condon Stakes

1	Phil Kirk	Apperson	0:14:37
2	Otto Lehman	Packard	10 laps
3	C.Birchwood	Haynes	10 laps
R	Eddie Bald	Apperson	

10 miles – Harlem Sweepstakes

1	Phil Kirk	Apperson	0:14:58.2, 40.08 mph
2	Otto Lehman	Packard	

5 miles - Free-Formula

1	Phil Kirk	Apperson	0:06:32.2, 45.89 mph
2	G.Schoeneck	Pope-Toledo	5 laps

The event was held in conjunction with a two day stop-over by the Glidden Tour. Note that Ralph Mongini was Italian, and his proper name was Refello Mongini. Following rain on the Wednesday, the track was oiled with 2000 gallons of oil on Friday 11th after an oiling on the 10th.
Almost a month later, Paul Picard of the Matheson company procured affidavits from the scorers, as well as signed statements from other witnesses which claimed that the Matheson was scored with thirteen fewer laps than it should have done, and that the car should thus have won. President Charles A.Singer of Matheson filed the evidence with the American Automobile Association, as the Chicago Automobile Club refused to take action on the grounds that it had not received the protet until after the twenty-four hour limit had expired. Coey, who was a member of the Chicago Club, resigned. The scorers for the race were Louis H.Jackman, C.H.Barnes and Edward E.Esch, and the race was run by W.H.Pickens on behalf of the Chicago Club.
Barnes' affadavit read as follows: "I, the undersigned, C.H.Barnes, one of the official scorers of the 24 hour race held at the Harlem racetrack July 12 and 13, can positively testify to eight miles made by the Matheson car which were not scored on the tally sheets to the credit of said car. I am under the impression that there were more miles that should have been placed to the credit of the Matheson and were not, but can positively testify to eight miles. On the last lap when Coey was at the three quarter post the time was up, but the flag was not dropped until Coey passed the scorers, and he was then given an extra mile. I, as official scorer, made a protest to Mr Pickens, refused to score the mile, and turned the tally sheet over to Jackman. I stood in the stand and watched and saw Jackson score this extra mile for Coey. I can testify to several other irregularities by Jackman." Esch made similar claims in his affadavit, except that he only testified to five miles by the Matheson car not being scored.
Jackson, in a signed statement witnessed by assistant scorer Robert N.Eggert, said in reply: "I hired four assistants – two chauffeurs, a machinist and an oil salesman. Both the chauffeurs and the machinist were out of work. During the spell of darkness we had to guess where the cars were. Of course, I could not be there the entire twenty-four hours, and mistakes in scoring could have happened without my knowing it. We were ordered by Mr Pickens not to allow any one in the timer's stand, except my assistants. Notwithstanding Manager Picken's order, I would have permitted any contestant who desired to have his own scorer in the stand. The scorers had to rely on a dollar watch, which was found on completion of the race, when compared with the official timer's watch, to have lost between twelve and fifteen minutes. Manager Pickens also told us that we would be provided with meals and cots. Our meals were sandwiches and beer, our beds the greensward at Harlem. The assistant scorers were to be paid $5 each for the twenty-four hours' work."
James E.Bayliss, manager of the American Simplex Motor Company, also swore an affadavit: "I hereby state that in the twentieth hour the Matheson car was given credit for two hours less than it made. I remained at the track from the start of the twenty-four hour race until the finish, and it was my opinion that the Matheson car won the race by several miles."
A little later, Sydney S.Gorham attempted to resign from the special committee investigating the issue as he was retained as an attorney for Coey and Pickens, but the Chicago Automobile Club declined to accept it. Picard protested vigorously and published the following open letter:
"Mr F.H.Pietsch, Vice President Chicago Automobile Club, Chicago, Ill. – Dear Sir: I have been advised today by Mr Sydnet S.Gorham that the board of directors of the Chicago Automobile Club and yourself – acting as president – have refused to accept his resignation from a special

committee appointed to investigate the twenty-four hour race held at Harlem, Ill., July 12 and 13, under the auspices of the Chicago Automobile Club.
I wish to say that I am greatly surprised at this decision. Mr Gorham is the attorney for Mr Charles A.Coey and Mr W.H.Pickens. Mr Coey drove the Thomas car to which was awarded the decision now under protest and investigation.
Mr Pickens, as an official of the United States Motor Racing Assocation, had charge of the race, his duties including the direct appointment and supervision of the scorers, the veracity of whose report is now seriously questioned.
It thus appears that Mr Gorham is both advocate and judge in this cause. I cannot understand how the members of the Chicago Automobile club, comprising, as they do, some of the most prominent and public spirited citizens of Chicago, would, if they were acquainted with the facts, give their approval to conditions which existed only in barbaric times, and which would never be tolerated by any court of equity in the world today.
The integrity of Mr Gorham is not questioned. He gave as his reason for his tender of resignation the fact that he had been retained as legal adviser by Messrs Coey and Pickens. Mr Gorham is a lawyer. Would he, in a court of justice, accept as a juror the lawyer of the opposing party?
The controversy about this race has become a matter of widespread interest in the automobile world. I think you will agree with me that every feature of this investigation should be open to public scrutiny. Truly yours, The Matheson Company of New York, Branch for Western and Southern States. Paul Picard, General Manager."
The Chicago Automobile Club instituted an investigation, and in a hearing on the 28th August, Picard claimed that he had been warned before the race that he would not be allowed to win and should withdraw. Mr Cantwell, a lawyer for Matheson, also stated that Mr Pickens had admitted in conversation that he 'fixed' all such races, and won large sums of money on the car selected to win. David G.Buck, who co-drove the Matheson, stated that the scorers said his machine was eighteen miles behind at 1 am, but having gained nine laps on Coey by 3 am he was astonished to hear that the scorers figured his car was still seventeen miles behind. The hearing was then delayed until Esch and Bayliss could return in person.
Strangely though, given the press coverage in Chicago of the start of the process, the remaining part of the trial was ignored, and the result not reported. An end of year report in the Chicago Daily Tribune still listed Coey as having won, and on the 12th September Picard stated that he would race the Matheson against the White Steamer provided the executive committee of the American Automobile Association sustained his protest.
Further controversy was caused by the race organisers stating that the events at the meeting were open to gasoline cars only, thus excluding steamers. Mr White of the White car company was so indignant at this discrimination that he withdrew his entry from the Glidden Tour under the Chicago Automobile Club colours and entered with the Cleveland Automobile Club. He then issued a challenge to the winner of the twenty-four hour race, and the newspapers in Chicago took up the matter and insisted that the winner of the race had no right to claim the championship without first meeting the White steamer. There was also the question of whether a race could really be a free-for-all and called a championship when certain cars were excluded. The challenge was accepted, and was due to be held at Harlem on the 13th and 14th of September. However, the ongoing legal action between Coey and Pickard meant that it wasn't known who should take part in the challenge with the White, and until it was settled, the White company wouldn't take part. The judges and officials of the race were to be selected from the sporting editors of the Chicago daily newspapers.

Williamsport Hillclimb, PA

13th July 1907 – 1 1/3 miles

FP	#	Driver	Car	Time
Big Cars				
1		Charles A.Ward	Matheson 60	0:02:41
Free-For-All				
1		Charles A.Ward	Matheson 60	0:01:59
2		Ross Anderson	Matheson 45	0:02:45

The average grade was abou 20%, had a rough surface and featured five corners. Ten other makes of car, including two of French manufacture, were also represented in the climb.

Brightwood Driving Park, DC

17th July 1907

FP	#	Driver	Car	Time
1		J.A.Lutz		

The Knights of Pythias organisation arranged a day of activities which included a 5 mile race for runabouts. Silver cups were awarded for 1st and 2nd places.

Milwaukee, WI

27th July 1907

FP	#	Driver	Car	Time
3 miles - Milwaukee Auto Club Trophy				
1		March	Ford	0:04:39, 38.7 mph
2		Casper	Earl	3 laps
3		August Jonas	Cadillac	3 laps
5 miles - Pabst Trophy, Roadsters				
1		Harry Nelson	Pope-Hartford	0:06:40, 45.00 mph
2		Parks	Craig-Toledo	0:06:50
3		Barney Oldfield	Peerless "Green Dragon"	5 laps
4		Jensen	Wayne	5 laps
5 miles - Touring Cars				
1		George Duesenberg	Mason	0:07:31, 39.90 mph
2		John Heber	Buick	5 laps
3		Casper	Jackson	5 laps
5 miles - Abresch Trophy				
1		John Heber	Buick	0:07:08.5, 42.0 mph
2		Robinson	Buick	5 laps
3		George Duesenberg	Mason	5 laps
4		March	Ford	5 laps
5 miles - Touring Cars				
1		Harry Nelson	Pope-Hartford	0:06:49, 44.0 mph
2		Hibbard	Oldsmobile	5 laps
3		George Duesenberg	Mason	5 laps
5 miles - Touring Cars				
1		Harry Nelson	Pope-Hartford	0:06:52, 43.7 mph
2		F.P.Illsley	Columbia	5 laps

Cuddenbackville, NY

3rd August 1907

A road race which came to a fatal end near Cuddenbackville when a car left the road and hit a post. The car overturned, killing John Fields of Connellsville, and William Maxwell of Wurtsboro, NY. It also badly injured Fields' daughter J.C.Eglinger and her three children.

Ft.George Hill, NY

3rd August 1907 – 0.36 mile hillclimb

FP	#	Driver	Car	Time
Class A, over 125 sq in				
1		Frank Leland	Stearns 6	0:00:28.2
2		W.Manna	De Dietrich 60	0:00:40.2
3		Al Poole	Simplex 50	0:00:43.8
4		N.N.Howell	Bianchi	0:00:44.8
Class B, 100-124 sq in				
1		C.Schuppe	Stearns 50-60	0:00:32.4
2		A.J.Picard	Stearns 30-60	0:00:35.4
3		W.J.Fickling	Stearns 30-60	0:00:38.2
4		William A.Tilt	Stearns	0:00:39.0
5		E.Eismann	Packard	0:00:41.6
6		L.G.Young	Bianchi	0:00:44.2
7		R.S.Crawford	Crawford	0:00:44.8
8		M.Warner	Stearns	0:00:45.2
9		Al Poole	Isotta	0:00:46.8

10		Matheson	0:00:47.4
11	W.Allen	De Dietrich	0:00:49.8

Class C, 80-99 sq in

1	Peter Robinson	Stevens-Duryea 30	0:00:36.2
2	R.T.Peckham	Pennsylvania 35	0:00:41.2
3	H.A.Van Tyne	Clement 30	0:00:41.4
4	Stinson	Franklin	0:00:44.6
5	Joe Judge	Pope-Toledo	0:00:45.0
6	B.F.Dawson	Stoddard-Dayton	0:00:48.0
7		Pope-Toledo	0:00:49.2

Class D, 60-79 sq in

1	Philip Hines	Pope-Hartford 30	0:00:30.4
2	M.Downer	Corbin 24	0:00:39.6
3	Joe Judge	Pope-Hartford	0:00:48.8

Special Event for Electric Vehicles

1	H.E.Wagner	Babcock	0:01:57.8

Match Race, Stearns Touring Cars – for the Wyckoff, Church & Partridge Cup

1	William A.Tilt	Stearns	0:00:44.8
2	R.G.Morris	Stearns	0:00:45.8
3	W.Irving Ficking	Stearns runabout	0:00:38.8

Ficking drove a runabout, so was handicapped 10 seconds, hence his third place – the time shown does not include the handicap.

Classes determined by the square of the bore multiplied by the number of cylinders. A Simplex 50 crashed in practice – it hit one of the pillars holding up the elevated subway at Dyckman Street, and couldn't continue – the driver, William Watson (a Simplex mechanic) had also taken the car without the permission of owner C.M.Hamilton, and it was to have been driven by Al Poole in Class A. The car was badly smashed, but was left were it ended up for the remained of the day, although an hour later it spontaneously caught fire due to a fuel leak. The event was the initial meet held by the Metropolitan Automobile Association.

Ventnor Beach, NJ

5th-7th August 1907 - 1 mile beach course

FP	#	Driver	Car	Time

5th August: 1 mile - Touring Cars, $3000, 5 riders

1	Tom Berger	Oldsmobile 35	0:01:15
2	Charles Hoffman	Pope-Hartford 30	Finished
3	E.L.Leinbach	Stoddard-Dayton 30	Finished
4	Charles Fleming	Maxwell 14	Finished

5th August: 1 mile - Gasoline runabouts, under $1200

1	Charles Fleming	Maxwell 14	0:01:32.8
2	Thomas Weekie	Buick 22	Finished

5th August: 1 mile - Touring cars, under 60 hp

1	S.H.Hancock	Stevens-Duryea 50	0:01:06.6
2	Frank Lescault	Matheson 50	Finished

5th August: 1 mile - Gasoline runabouts

1	Guy Vaughn	Stearns 30	Finished
2	William McIlvrid	Thomas 40	Finished
3	William Coyle	Stearns 30	Finished
4	Frank Leland	Stearns 45	Disqualified

5th August: 1 mile - Touring cars under $5000

1	Guy Vaughn	Stearns 30	0:01:01.2
2	Charles Schlipp	Stearns 30	Finished
3	John Davenport	Stearns 30	Finished
4	Charles Hoffman	Pope-Hartford	Finished

5th August: 1 mile - Steam, free-formula

1	Walter Harper	Stanley	0:00:53.4

5th August: 1 mile - Touring cars, under $3000

1	Tom Berger	Oldsmobile 35	0:01:14.0
2	E.L.Leinbach	Stoddard-Dayton 30	Finished
3	Charles Fleming	Maxwell 14	Finished

4	Charles Hoffman	Pope-Hartford 30	Finished

5th August: 1 mile - Foreign cars

1	Harry Levey	Mercedes 60	0:01:15.6
2	L.R.Burne	Rolls-Royce 50	Finished

5th August: 1 mile – Match race for $500, offered by Levey

1	Guy Vaughn	Stearns 40	0:00:57.6
2	Charles Lawrence	B.L.M. 30	
3	L.Burns	Rolls-Royce 50	
4	Harry Levey	Mercedes 60	

6th August: 1 mile - Touring cars under $1500

1	W.J.Hays	Jackson 20	0:01:26.6
2	Ed Wilkie	Buick 22	Finished

6th August: 1 mile - Free-Formula, Heat 1

1	Montague Roberts	Thomas 120	0:00:42.6
2	Frank Leland	Stearns 45	0:00:43.2
3	Charles Lawrence	B.L.M. 85	Finished

6th August: 1 mile - Free-Formula, Heat 2

1	Peter Robinson	Stevens-Duryea 50	0:00:50.2
2	James Ryall	Matheson 90	Finished
3	John Barre	Mercedes 28	Finished

6th August: 1 mile - Free-Formula, Final Heat

1	Montague Roberts	Thomas 120	0:00:40.4
2	Frank Leland	Stearns 45	0:00:41.8
3	Peter Robinson	Stevens-Duryea 50	Finished

6th August: 1 mile - Roadster, handicap

1	William McIlvrid	Thomas 40	0:01:11.6, 10s Handicap
2	E.L.Leinbach	Stoddard-Dayton 40	Finished 9s Handicap
3	Charles Lawrence	B.L.M. 30	Finished 5s Handicap
4	A.J.Picard	Stearns 30	Finished 2s Handicap

6th August: 1 mile - Handicap

1	Frank Leland	Stearns 45	0:01:07.4, 7s Handicap
2	Walter Harper	Stanley 25	Finished 4s Handicap
3	Frank Lescault	Matheson 30	Finished 13s Handicap
4	William McIlvrid	Thomas 40	Finished 11s Handicap

6th August: 1 mile - Touring cars under 31 hp

1	Tom Berger	Oldsmobile 30	0:01:14.2
2	P.F.Rockette	Stoddard-Dayton 30	Finished
3	Charles Fleming	Maxwell 24	Finished

7th August: 1 mile - Exhibition

1	Montague Roberts	Thomas 120	0:00:39.2
2	Charles Lawrence	B.L.M. 85	0:00:44.8
3	Walter Harper	Stanley	0:00:51.8
4	William Coyle	Thomas Flyer	0:00:59.6

7th August: 1 mile - Free-Formula, Stripped

1	Montague Roberts	Thomas 120	0:00:50.2
2	James Ryall	Matheson 60	Finished
3	Walter Harper	Stanley	Finished
4	Frank Lescault	Matheson 60	Finished
5	William Coyle	Thomas Flyer 60	Finished

Lawton, OK

6th August 1907

Races were held as part of the celebrations - one was won by a Buick.

Match Race

7th August 1907 – Milwaukee to Okauchee, WI

A match race was organised between cars owned by Alderman John Koerner and Frank Mulkern on the 7th August between Milwaukee and Okauchee over a course of 25 miles, with a prize of supper and $25. However, Koerner's car hit a bridge spanning Elm Creek near Brookfield Junction, some 10 miles west of Milwaukee, killing two of the occupants - former alderman Joseph Kuschbeert and the chauffeur George Post - and injuring the two other passengers, Horace Greely Sloan and Paddy Dorrell. Mulkern's car reached Okauchee safely. It was thought that the steering gear of the Koerner car jammed, causing it to overturn and pin the occupants beneath it.

Richmond Fairgrounds, VA

7th August 1907 - 1 mile dirt oval

Howard B. Van Lear was driving a 4 cylinder car in a 5 mile free-for-all when he skidded into the fence on the outside of the track on the fourth lap. Van Lear was thrown into the infield, but escaped with only severe bruising.

II Algonquin Hillclimb, IL

10th August 1907

FP	#	Driver	Car	Time
Class 1, P. A. under 35				
1	3	James Levy	Autocar	0:01:20.4 0:01:37.8
2	1	James Levy	Autocar	0:01:10.6 0:02:58.6
3	2	J.M.Renegar	Holsman	0:01:05.4 0:01:42.6
Class 2, P. A. 35-49				
1	5	E.I.Welant	Buick 22	0:01:01.4 0:01:06.6
2	4	A.Holsman	Maxwell 12-14	0:00:56.0 0:01:06.0
3	6	J.Bleything	Reliable Dayton 12	0:01:33.2 0:02:03.4
Class 3, P. A. 50-64				
1	11	P.Bellew	Columbia 24	0:00:43.0 0:00:57.2
2	10	A.Odell	Berliet 22	0:01:01.0 0:01:19.0
3	12	R.Purcell	Jackson 20-24	0:00:43.2 0:01:09.0
4	7	O.J.Killip	Jackson 20-24	0:00:51.0 0:01:20.4
5	9	D.W.Cook	Gale 26	0:01:07.2 0:01:00.6
Class 4, P. A. 65-89				
1	22	H.P.Branstetter	Moon 30-35	0:00:41.6 0:00:55.2
2	16	W.D.Trumbull	Buick 16	0:00:44.6 0:01:01.2
3	17	Frank Nutt	Haynes 30	0:00:38.0 0:00:53.0
4	19	James Levy	Autocar 30	0:00:48.0 0:01:05.4
5	18	George Bird	Corbin 24-30	0:00:42.6 0:00:57.6
6	13	G.V.Rogers	Mitchell 35	0:00:44.4 0:00:58.8
7	22	C.Bamford	Oldsmobile 35-40	0:00:54.0 0:01:15.2
8	14	L.F.Stevens	Pierce-Racine 40	0:00:56.2 0:01:10.0
9	20	R.Scheumacher	Rambler 25-30	0:01:42.0 0:01:10.2
Class 5, P. A. 90 & over				
1	30	Paul Hoffman	Pierce-Arrow 40-45	0:00:35.0 0:00:44.0
2	26	W.W.Shaw	Berliet 40	0:00:41.6 0:00:54.0
3	28	C.J.Schult	Stearns 45	0:00:32.0 0:00:39.6
4	33	J.W.Morden	Berliet 40	0:00:36.0 0:00:50.0
5	27	Phil Kirk	Apperson 60-65	0:00:28.0 0:00:33.6
6	34	C.Buckwalter	Stearns 40	0:00:45.0 0:00:49.4
7	32	C.L.Johnson	Packard 30	0:00:38.8 0:00:44.8
8	24	Frank Nutt	Haynes 50	0:00:36.0 0:00:48.0
9	25	Frank Leland	Stearns 45	0:00:26.2 0:00:33.2
10	29	G.C.Collier	Rambler 35-40	0:00:45.0 0:00:50.4
11	23	C.F.Van Sicklen	Apperson 50	0:00:35.0 0:00:45.0
12	31	Dave Buck	Matheson 60	0:00:45.0 0:00:56.0
Class 6, Free-Formula				
1	36	Frank Leland	Stearns 45	0:00:27.2 0:00:34.0
2	37	Phil Kirk	Apperson 60-65	0:00:27.4 0:00:33.8
3	35	C.F.Van Sicklen	Apperson 50	0:00:32.0 0:00:41.6
4	38	C.J.Schult	Stearns 45	0:00:34.0 0:00:40.0
5	41	F.J.Newman	Wood Electric	0:00:53.0 0:01:32.0
6	39	H.J.Peterson	Wood Electric	0:01:10.0 0:01:57.2
7	40	C.J.Metzger	Wood Electric	0:01:00.2

N.B. - 1) Class based on piston area - square of bore times number of cylinders.
2) Class positions based on handicap system: cylinder dimensions multiplied by time, divided by weight of car and driver.
3) Two hills were used. First listed time is for Perry Hill climb (standing start), second for Phillips Hill (flying start).

Brighton Beach, NY

9th-10th August 1907

FP	#	Driver	Car	Time
9th-10th August - 24 Hour Race				
1	2	Montague Roberts/William McIlvrid	Thomas 60	997 laps 41.5 mph
2	3	Luther Smelser/Theodore Lynch	Lozier 40	972 40.5
3	7	Bob Burman/Harry Cobe	Jackson 40	966 40.2
4	5	Ed Zerbies/E.W.Hudson	Mitchell 35	744 31.0
5	11	Lewis Nuneman/William McCulla	Darracq 50	720 30.0
6	9	Ralph Mongini/Lewis Strang	Delahaye 45	560 23.3
7	14	Steurwald/Anderson	Oldsmobile 35	562, 18 hours 31.2
8	8	Charles Trewin/Greenwood	Welch 50	446, 18 hours 18.6
9	30	James Ryall/C.Reifenberg	Matheson 50	392, 17 hours/withdrew
10	12	Frank Fuller	De Dietrich 50	311,9 hours/cracked cylinder
11	17	Oliver Light	Stoddard-Dayton	271, 17 hours/out
12	6	Frank Lawwell/Harry Knepper	Frayer-Miller	269, 6 hours/rear end
13	10	Lewis Strang/Anderson	Pilain 28	219, 9 hours/broken wheel
14		Harry Michener/Ralph Mulford	Lozier 40	216, 13 hours/out
15	15	Ray Howard/Harry Thomason	Stoddard-Dayton 35	177, 13 hours/out

Race was stopped for 50 minutes to water track. Knepper was leading before he crashed through a fence, damaging his fuel tank and seriously burning his riding mechanic John Halpenny. Strang also left the course early in the race – he slid into the crowd, fatally injuring Charles Nangin, although he was able to continue.

10th August: 1 mile - Exhibition

1	Walter Christie	Christie FD	0:00:54.6, 65.9 mph

10th August: 100 miles - Touring Cars & Runabouts

1	Harry Michener	Lozier 60	2:06:21, 47.49 mph
2	Stewart Elliott	Packard	2:12:03
3	A.J.Ditman	Studebaker	99 laps/flagged
4	William McIlvrid	Thomas 40	98 laps/flagged
5	Guy Vaughn	Stearns	81 laps/out
6	James Ryall	Matheson 50	Out
7	Frank Fuller	De Dietrich	Out

10th August: 10 miles - Runabouts, 35 hp and under

1	Guy Vaughn	Stearns 30	0:11:23, 52.7 mph
2	Lewis Strang	Pilain 28	0:13:16.6
3	Jack Rutherford	Peerless 30	0:13:20.8

10th August: 5 miles - Atlantic Sweepstakes

1	Guy Vaughn	Stearns 30	0:05:11.0, 57.9 mph
2	James Ryall	Matheson	0:05:38.2
3	Frank Fuller	De Dietrich	0:05:57.0

10th August: 25 miles

1	Stewart Elliott	Packard	0:32:27, 46.2 mph
2	A.J.Ditman	Studebaker	24 laps/flagged
3	William McIlvrid	Thomas	12 laps/axle

10th August: 10 miles - Runabouts, 60 hp and under

1	Guy Vaughn	Stearns 30	0:12:01.2, 49.9 mph
2	Stewart Elliott	Packard 30	0:12:02.2

Iowa State Fairgrounds, IA

17th August 1907 – ½ mile dirt oval

FP	#	Driver	Car	Time

2 miles – Touring cars costing $2000 or less

1	George Mason	Mason	0:03:55
	Six entries		

2 miles – Runabouts costing $1500 or less

1	George Mason	Mason	0:03:58
	J.M.Wallace	Ford	
	W.W.Sears	Ford	

1 mile – Exhibition

	Ollie Savini	Red Devil	0:01:22

2.5 miles - Novelty Race (pick up and drop off passengers)

1	George Mason	Mason	0:05:06

2 miles – Free-for-all Handicap

1	Ollie Savini	Red Devil	0:03:00	*scratch*

2 miles – Time Trial

1	Barney Oldfield	Green Dragon	0:02:30

Oldfield set a mile record of 1m14.8.

2.5 miles - Novelty Race (pick up and drop off passengers)

1	Grover Hubbell	Pope-Toledo	0:04:54

2 miles – Sweepstakes

1	Barney Oldfield	Green Dragon	0:02:54
2	Ollie Savini	Red Devil	

Fresno, CA

19th August 1907

FP	#	Driver	Car	Time

10 miles – Edward Wapnerman Trophy

- Bert Dingley

2	John A. Stoner	Standard	

Stoner went up a seven-foot embankment and through the fence in one of the corners, throwing the driver clear by some thirty feet. Stoner survived, albeit with broken bones and skin abrasions. Both drivers had been pushing hard, with Dingley taking the first corner on the first lap on two wheels.

Overland Park, CO

2nd September 1907

FP	#	Driver	Car	Time

5 miles - Stripped stock chassis

1	W.B.Felker	Stevens-Duryea 6	0:05:08.4, 58.4 mph
2	George Maxwell	Stevens-Duryea 4	0:05:24.0
3	Phil Kirk	Apperson 50	0:05:37.4
4		Thomas 40	accident
5	A.T.Wilson	Ford 6	accident

5 miles - Touring cars, 3 passengers

1	W.B.Felker	Stevens-Duryea	0:05:37, 53.4 mph
2		Thomas Flyer	0:06:20.4

5 miles - Stripped, under $3250

1	Paul Tobin	Oldsmobile 35	0:05:28, 54.9 mph
2		Thomas 40	0:05:46
3	A.T.Wilson	Ford 6	0:05:49
4	J.T.Dickson	Colburn 25	0:05:49.2

5 miles - Exhibition

1	Phil Kirk	Apperson	0:05:24.4, 55.5 mph

50 miles - Free-Formula

1	Paul Tobin	Oldsmobile	38 laps/flagged
2	W.B.Felker	Stevens-Duryea 6	35 laps/fatal accident *
3		Thomas 40	35 laps/accident
4	George Maxwell	Stevens-Duryea 4	35 laps/flagged
5	A.T.Maxwell	Ford	33 laps/flagged
6	Phil Kirk	Apperson Jackrabbit	5 laps/accident
7	J.T.Dickson	Colburn	Out

** E.V.Dasey, mechanician to Felker, was also fatally injured.*

Hyde Park, MA

2nd September 1907

FP	#	Driver	Car	Time
20 miles - Stock, Gasoline Touring Cars				
1			Austin 60	0:24:20.0, 49.31 mph
2			Corbin 24	20 laps
1 mile - Steam Cars				
1		Leo Baldwin	Stanley Steamer	0:00:54.4, 66.18 mph
2		Fred Marriott	Stanley Steamer	Finished
20 miles - Stock, Cars and Runabouts				
1			Berliet	0:22:19.2, 53.76 mph
2			Corbin 40	20 laps
50 miles - Stock, Cars, Stripped				
1			Corbin 40	1:02:14.8, 48.19 mph
2			Berliet 40	50 laps
3 miles - Exhibition				
1			Napier	0:03:02.0, 59.34 mph

Morris Park, NY

7th-8th September 1907 - 1.39 mile dirt oval

FP	#	Driver	Car	Time
7th-8th September: 24 Hour Race				
1	5	Maurice Bernin/Paul LaCroix	Renault 35	1079 laps 44.95 mph
2	21	Luther Smelser/William Linkrom	Lozier 40	972 40.50
3	6	H.J.Kilpatrick/Harry Harkness	Hotchkiss 35	892 37.17
4	9	A.L.Campbell/E.H.Belden	Allen-Kingston 35	681 28.37
5	1	Frank Fuller/C.Barton	De Dietrich 60	495, 21 hours 20.62
6	2	George Mack/T.McCann	De Dietrich 60	540, 20 hours 27.0
7	8	Theodore Lynch/Ralph Mulford/Harry Michener	Lozier 60	426,13 hours/steering gear
8	4	Wally Owen	Packard 80	139, 3 hours/axle
9	3	James Ryall/C.Reifenberg	Matheson 60	54, 2 hours/con-rod

N.B. The Campbell/Belden car #9 was awarded 98 miles by the race committee due to an unavoidable accident. The Smelser/Linkroum car was lucky to finish having left the track at 9 am. Driven by Linkroum, the cars back end stepped out in the upper turn, sending the car through the outside fence and down a six foot embankment, which was luckily gently inclined. Keeping the car running and under control, Linkroum ran along the edge of the embankment until he found a spot he could drive back up and rejoin the track, and continued with the race. The Hotchkiss entry was also lucky. When it was wheeled into its repair tent at 1 am for refuelling, a careless smoker managed to ignite the fuel as it was being poured into the car. The two mechanics who were doing the refuelling, H.Kraft and F.J.Hines, were both badly burned, but the burning fuel tank itself was detached to save the car. Once the flames were extinguished, the tank was reattached, refilled, and the car sent on its way.

Hour-by-Hour distances completed

Hr	Car number								
	5	21	6	9	1	2	8	4	3
1	45	37	39	29	40	37	48	43	40
2	92	85	80	47	85	69	100	92	54

3	138	133	123	47	128	75	143	139	Out
4	179	180	153	63	154	107	172	Out	
5	226	219	172	100	194	159	176		
6	271	267	215	138	240	186	215		
7	314	313	248	154	240	212	240		
8	360	359	282	198	249	244	240		
9	406	399	322	236	249	275	286		
10	458	440	347	265	280	293	328		
11	508	474	393	296	319	324	375		
12	552	517	433	333	320	387	422		
13	597	552	478	353	320	364	426		
14	646	597	517	362	320	394	Out		
15	695	629	563	401	343	401			
16	736	668	604	431	390	414			
17	787	707	640	456	431	414			
18	826	724	691	456	482	425			
19	871	771	723	456	500	447			
20	900	807	750	456	540	464			
21	951	852	782	570	Out	495			
22	995	892	826	617		Out			
23	1032	927	862	642					

8th September: 50 miles, 36 laps - Free-Formula Gasoline Vehicles

1	George Mack	De Dietrich 60	0:56:49.8, 52.79 mph
2	Maurice Bernin	Renault 35	1:00:35.0
3	A.L.Campbell	Allen-Kingston 35	1:13:06.8
4	Arthur Warren	Stearns 30-60	27 laps/water pump
5	Frank Fuller	De Dietrich 60	Out
6	George Robertson	De Dietrich 60	Out
7	William Swan	Stearns 30	Out

8th September: 5.5 miles, 4 laps – Handicap for De Dietrich Cars

1	George Mack	De Dietrich 60	0:06:56.4	0s Handicap
2	George Robertson	De Dietrich 60	0:06:57.4	5s Handicap
3	Arthur Rowley	De Dietrich 40	Finished	20s Handicap
4	Charles Warren	De Dietrich 40	Finished	30s Handicap

8th September: 5.5 miles, 4 laps - Match Race

1	James Ryall	Matheson 60	0:06:17.4, 53.04 mph
2	Wally Owen	Packard 30	0:06:51.0

8th September: 1 mile - Exhibition

1	George Robertson	Hotchkiss 90	0:00:54.4, 66.2 mph
2	Montague Roberts	Thomas	0:01:00.2
3	William McCulla	Darracq 80	0:01:34.0/broken spring

8th September: 5.5 miles, 4 laps - Match Race

1	James Ryall	Matheson 60	0:06:17.4
2	Wally Owen	Haynes 50	0:06:51.0

8th September: 2 miles, 2 laps – Flexibility Race, Winthrop E.Scarritt Cup

1	Philip Hines	Pope-Hartford 25	76 pts ahead
2	William Swan	Stearn 30-60	
3		Allen-Kingston	

Positions were based on points awarded. One mile had to be completed as fast as possible, and one as slow as possible. Any car not completing the fast mile in under 80s and the slow mile in over 4 minutes was disqualified. One point was awarded for each second slower than 4 minutes, and 3 points for each second faster than 80s.

N.B. – 24 Hour race started at 9:00 pm Friday (Sept 7) and finished 11:55 pm Saturday (Sept 8). The race was halted at 1:50:49 pm for the sprint races! Cars were impounded.

Hamline, Minneapolis, MN

8th September 1907

FP	#	Driver	Car	Time

3 miles - Class B

1		Fred Harn	Mason 24	0:04:32.4, 39.64 mph
2		W.E.Wheeler	Ford 15	3 laps

3	Roy Philo	Ford 15	3 laps
4	George Dorr	Ford 15	3 laps

5 miles - Class D

1	A.H.Patterson	Pierce 40	0:06:14
2	Joe Littlewood	Stearns 30	5 laps
3	A.C.Bennett	Winton 40	5 laps

5 miles - Class C

1	G.V.Rogers	Mitchell 35	0:06:21.6, 47.2 mph
2	George Hilgers	Franklin 40	5 laps
3	W.C.Rice	Kissel Kar 60	5 laps

3 miles - Class B

1	Fred Harn	Mason 24	0:04:19.2, 41.7 mph
2	H.J.Mich	Locomobile 20	3 laps

5 miles - Twin City Championship

1	A.H.Patterson	Pierce 40	0:06:08.6, 48.8 mph
2	W.C.Rice	Haynes 50	5 laps

5 miles - Professional drivers

1	Walter Christie	Christie 135	0:06:06, 49.2 mph
2	G.V.Rogers	Mitchell 40	5 laps

3 miles - Class A

1	H.D.Holby	Maxwell 14	0:05:15, 34.3 mph
2	W.C.Rice	Overland 18	3 laps

10 miles - Dealer's race, touring cars

1	Fred Harn	Mason 24	0:15:12, 39.5 mph
2	H.J.Mich	Locomobile 20	10 laps

1 mile - Exhibition

1	Walter Christie	Christie 135	0:00:52, 69.2 mph

N.B. - Classes based upon square of bore times number of cylinders:

Class A	*under 50*
Class B	*50-70*
Class C	*70-100*
Class D	*over 100*

Brunots Island, PA

10th September 1907

FP	#	Driver	Car	Time
3 miles - Touring cars under $1000				
1		E.L.Seeley	Reo	Did not finish
2		M.McLaughlin	Jackson	Did not finish
5 miles - Touring cars under $3000				
1		R.J.Hustead	Pope-Hartford	0:06:04, 49.4 mph
2		Eddie Bald	Columbia	5 laps
3		C.H.Bromier	Pope-Hartford	5 laps
3 miles - Touring cars under $5000				
1		T.F.Dunn	Stevens-Duryea	0:03:48, 47.6 mph
2		C.A.Collier	Stevens-Duryea	3 laps
3		Rex Reinertsen	Haynes	3 laps
50 miles				
1		E.D.Nevin	Darracq 50	0:58:40.6, 51.1 mph
		A.Palmer	Franklin	
		R.J.Hustead	Pope-Hartford	
		C.A.Collier	Stevens-Duryea	
		James Kerr	Stevens-Duryea	
		Thomas McNay	Columbia	
		Rex Reinertsen	Haynes	8 laps/fatal accident
		Walter Christie	Christie	8 laps/accident
		+3 others		

Race was halted due Reinertsen fatal accident, and then restarted. Christie, and Reinertsen's riding mechanic Clair Easton were both hospitalised due to a mixture of broken bones, bruising

and shock. Reinertsen's accident was caused by a blown tyre. Christie had been going for the track record mile time when he hit the wreckage of Reinertsen's car.

II Annual Chicago Motor Club Economy Run

13th September 1907 - Chicago-Valparaiso-Chicago: 100 miles

Fuel Economy Figures:

1	T.J.Hay	Ford runabout	33.1 mpg
2	H.W.Kinne	Holsman	29.3
3	G.H.Bird	Corbin	23.2
4	A.J.Banta	Locomobile	21.4
5	P.Hoffman	Pierce-Arrow	20.7
6	J.Buchanan	Berliet	20.5
7	W.L.Githens	Oldsmobile	19.8
8	C.W.Birchwood	Haynes	19.6
9	C.A.Tilt	Diamond T	19.0
10	D.Kilbourne	Silent Knight	18.4
11	H.Hammond	Premier	18.1
12	L.Geyler	Stevens-Duryea	16.8
13	C.W.Price	Maxwell	16.5
14	J.V.Lawrence	Pierce-Arrow	16.0
15	P.Grimm	Berliet	15.7
16	R.C.Niemeyer	Oldsmobile	15.5
17	Webb Jay	Kisselkar	15.2
18	N.B.McLain	Apperson	14.9
19	J.W.Moore	Premier	14.8
20	F.Wilkins	Dragon	14.6
21	E.L.Weiant	Buick	13.1
22	Bick Edwards	Apperson	11.5
23	L.B.Garrison	Knox	11.3

The event started at 55th and State Streets at 7am. The cars had all been inspected and filled with petrol the previous night, and held under wraps watched by a Pinkerton guard. There was a seven hour time limit, and the first ten cars to qualify were eligible to compete for the Knight Trophy later in the year. There was a 20 mph speed limit enforced to ensure compliance with the speed limit.

Hyde Park, MA

14th September 1907

FP	#	Driver	Car	Time
20 miles - Touring cars				
1		J.C.Kennedy	Austin	0:24:20, 50.0 mph
2		George Crittenden	Corbin	20 laps
3		H.F.Wilson	Corbin	20 laps

Kennedy's win was protested by Corbin due to the Austin having two carburettors. There were no other starters.

1 mile – Match Race, Heat 1				
1		L.H.F.Baldwin	Steam Car	0:00:54.4
2		Fred Marriott	Steam Car	0.75 miles/mechanical

This was the fastest mile ever on a track in competition – there had been faster miles done by cars on their own on the circuit. Marriott's breakdown meant that he couldn't compete in any other of the days' events.

1 mile – Match Race, Heat 2				
1		L.H.F.Baldwin	Steam Car	no time

Baldwin went on his own in this race due to Marriott's mechanical problems, but punctured in the first quarter of a mile and recorded no time.

20 miles - Roadsters				
1		Harry Grant	Berliet 40	0:22:19.2, 53.76 mph
2		W.A.Fredricks	American 40	20 laps
3		Joe Matson	Corbin 24	20 laps
4		J.S.Knox	Premier 24	20 laps

3 miles - Exhibition

	F.C.Hoyt	Napier	0:03:02.0

50 miles - Stripped stock chassis

1	Joe Matson	Corbin 24	1:02:13.6, 48.21 mph
2	Harry Grant	Berliet 40	50 laps
3	Waitt	Ross Steamer	50 laps
4	Arthur Andrews	American	Withdrew

Grant had been leading by a full lap until he got a flat tyre. Andrews then led, but he too stopped shortly afterwards. Grant took 11 minutes to replace his tyre, and when he rejoined Matson was four miles ahead, with only one mile to the finish.

Meeting was postponed twice due to rain, was originally scheduled for the 2nd September. Walter Christie had been due to appear, but his accident at Brunots Island meant that he didn't make it. He had been due to try for the one and five-mile records, so the three match races were put in place instead. The match race between Marriott and Basle was abandoned due to both drivers' cars being disabled, as was the match race between Hoyt and Basle.

Prospect Hill, Hartford, CT

14th September 1907 – 0.75 mile hillclimb

FP	#	Driver	Car	Time
Runabouts, $1000 and under				
1			Maxwell	0:01:06.6
2			Ford-Hill	0:01:08.6
3			Ford-Kulick	0:01:11.6
Runabouts, $1000-$2000				
1			Jackson	0:01:19.2
Touring Cars, $1000-$2000				
1			Franklin	0:01:15.6
2			Jackson	0:01:17.8
Runabouts, $2000-$2500				
1			Knox	0:01:02.4
=			Pope-Hartford	0:01:02.4
3			Corbin	0:01:03.6
Touring Cars, $2000-$2500				
1			Pope-Hartford	0:01:01.8
2			Corbin	0:01:07.8
3			Knox	0:01:09.0
Runabouts, $2500-$3000				
1			Corbin	0:00:57.2
2			Ford	0:01:00.2
3			Pope-Hartford	0:01:05.2
Touring Cars, $2500-$3000				
1			Corbin	0:01:08.4
2			Pope-Hartford	0:01:08.6
Runabouts, $3000-$4000				
1			Thomas	0:01:00.6
2			Stevens-Duryea	0:01:01.0
Free-for-all, Gasoline stock cars				
1			Stevens-Duryea "Big Six"	0:00:57.4
2			Knox	0:00:58.2
3			Corbin	0:00:58.6
Open, for stripped gasoline stock cars				
1		James J.Grady	Pope-Hartford	0:00:56.4
2			Stevens-Duryea "Small Six"	0:00:56.6
3			Corbin	0:00:57.0

Arthur E.Corbin was intent on setting FTD, but on his final run he lost control at the fierce mid-course corner, and slid into the crowd, dragging Police Sergeant Cotter for a dozen feet, and tipping over two parked cars. No-one was badly hurt.
A special event was run after the main climb for stock touring cars to be run in high gear, without touching the clutch or stalling. The crowd broke onto the course during the event,

which was won by a six-cylinder Ford, and the resulting confusion caused the auto cycle events to be abandoned.

Wheaton Driving Club, IL

14th September 1907

5 miles

1	Allen Pirie	Tinchner	0:05:40
2	Phil Kirk	Apperson Jackrabbit	
3	Ed Ash	Oldsmobile	

Held as part of the Wheaton Country Fair, a series of races sanctioned by the American Automobile Association was planned. Both short and long distance races were planned, but this is the only race which seems to have happened. The Fair was held for the benefit of the Chicago Lying-In Hopsital.

Latonia, Cincinnati, KY

14th September 1907

FP	#	Driver	Car	Time
2 miles - Exhibition				
		Barney Oldfield	Peerless "Green Dragon"	0:02:00.0

Oldfield did the first lap in 1m00.4, and the second in 59.6s.

25 miles – Touring Cars

1	A.V.Stegman		0:29:30

This time beat the previous record for a 25 mile touring car race by 15s.

Point Breeze, PA

15th September 1907

FP	#	Driver	Car	Time
25 miles - Runabouts				
1		Wally Owen	Packard 30	0:33:05.8
2		Dan Webster	Frayer-Miller 24	25 laps
3		William Coyle	Thomas 60	25 laps
25 miles - Touring cars				
1		Tom Berger	Oldsmobile 30	0:11:00.6, 38.14 mph, 7 laps
2		W.Lutton	Wayne 30	7 laps/Flagged

Cars were flagged off after completing 7 laps

100 miles - Keystone Championship, Stock chassis

1	Joe Parkin	Packard 30	2:02:26.8, 49.00 mph
2	Edward McDuffee	Mercedes 60	2:08:03.0
3	Dan Webster	Frayer-Miller 50	100 laps
4	William Coyle	Thomas 60	100 laps
5	Wally Owen	Packard 30	100 laps
6	Erwin Bergdoll	Welch	50 laps/flagged
7	Tom Berger	Oldsmobile	30 laps/out

Lap Leaders:	McDuffee	laps 1 – 89
	Parkin	laps 90 -100

Los Angeles-Mt Baldy, CA

15th September 1907 – 100 miles

FP	#	Driver	Car	Time

1	H.D.Ryus	White	4:37
2	Andred Jackson Smith	Elmore	crashed

Started at 4:30am from the corner of fifth and Broadway to the top of North Baldy peak, with half an hour between the first and second cars starting. The winning car had to complete the course within 8 hours to win for a prize of $1000.
Smith (who had the nickname "Self-Starter") crashed about thirty miles into the run in front of the Kern River power station near Newhall, overturning his car, smashing two wheels and injuring himself and his riding mechanic Eley. Ryus' riding mechanic was King, also a noted driver, and both had practised the course several times before the race. They initially ran very fast, but backed off at Palmdale when the cars' owner, F.C.Fenner, handed them information that Smith had crashed, confirming information given to them by a storekeeper in Acton. Thus their overall time was nineteen minutes slower than the equivalent run in 1906.

Sacramento, CA

19th September 1907

FP	#	Driver	Car	Time
5 miles - Touring cars $1500-$3500				
1		Arthur Van Valin	Stevens-Duryea 6	0:06:10
2		Al Pipenburg	White Steamer	5 laps
3		Bert Dingley	Oldsmobile	5 laps
5 miles - Touring Cars, over $3000				
1		David Bonney	Stearns	0:05:19
2		Al Pipenburg	White	5 laps
3		Charles Haeffner	Stearns	5 laps
4		Arthur Van Valin	Stevens-Duryea 6	5 laps
5 miles - Stripped Roadsters, over $1500				
1		Roy Rehm	Matheson	0:06:37.5
2		Al Pipenburg	White	5 laps
3 miles - Race cars, Heat 1				
1		Bert Dingley	Thomas Flyer	0:03:09.5
2		Roy Rehm	Matheson	3 laps
3 miles - Race Cars, Heat 2				
1		Al Pipenburg	White Steamer	0:03:10
2		David Bonney	Stearns	3 laps
10 miles - Race Cars, Final				
1		Bert Dingley	Thomas Flyer	0:11:15.0
2		Roy Rehm	Matheson	10 laps
2 miles - Match Race, Thomas Flyers				
1		Bert Dingley	Thomas Flyer	Finished
2		Ernest Kelly	Thomas Flyer	1 lap/fatal accident

Milwaukee, WI

20th-21st September 1907 - 24 hour race

FP	#	Driver	Car	Time	
1		Robert Drach/Fred Leiser	Locomobile	1146 laps 47.7 mph	
2		Otis Friend/George Browne	Mitchell	914	38.1
3		George Odenbrett/John Heber	Buick	884	35.4
4		William Jonas/August Jonas	Cadillac	447, 14 hours	31.9
5		Fred Harn/George Duesenberg	Mason	383, 10 hours/accident	
6		E.F.Scheifler/Spencer/Waldron	Jackson	111, 4 hours	27.7
7		Cross/Tremel	Wayne	52, 2 hours	26.0

Drach broke three records in his 24 hour run – he broke the relay record of 1136 miles which was set by six cars, as well as the endurance single car record of 1070 miles. The record for 100 miles for this class of car was also broken, the car covering the distance in 2h01m09.

Del Monte, San Francisco, CA

21st September 1907

FP	#	Driver	Car	Time
5 miles - Touring cars under 25 hp				
1		Al Pipenburg	Tourist	0:06:35, 45.57 mph
2		Joe Nikrent	Tourist	5 laps
5 miles - Runabouts, under 25 hp				
1		Joe Nikrent	Tourist	0:06:28, 46.4 mph
2		Al Pipenburg	White Steamer	5 laps
10 miles - Touring Cars ove 24 hp				
1		Al Pipenburg	White Steamer	0:11:37.6, 51.61 mph
2		Arthur Van Valin	Stevens Duryea	10 laps
3		Jack Fleming	Pope-Hartford	10 laps
4		Roy Rehm	Matheson	10 laps
25 miles - Runabouts, over 24 hp				
1		Bert Dingley	Thomas	0:27:56.0, 53.70 mph
2		Fred Spence	Studebaker	25 laps
50 miles - Free-Formula Touring Cars				
1		Arthur Van Valin	Stevens-Duryea 6	25 laps/flagged
2		Charles Haeffner	Stearns	25 laps/flagged
3		Roy Rehm	Matheson	24 laps/fatal accident

Race stopped after Rehm's accident – Rehm was thrown from the car, his head crushed by the front wheel. His riding mechanic, Charles Martin, was also badly hurt. The Stearns had caught fire during the race, but it stopped, and the fire was put out by heaping dirt upon it. The car then restarted and rejoined the race.

Nevada State Fairgrounds, NV

22nd September 1907

FP	#	Driver	Car	Time
5 miles – Touring cars of 60 hp				
1			Peerless	0:06:37
		Renfro	Thomas Flyer	
		Jack Andrews	Elmore	
2 miles – Touring cars of 35 hp				
1		E.J.Williams	Thomas Flyer	0:04:38
2		George Grennan	Pope-Toledo	
Exhibition Race				
1		Dorris	Peerless	
2		Kirman	Runabout	

The races were part of the Nevada State Agricultural Society's State Fair. The automobile races brought in a local record of 4000 people for a state fair.

Morris Park, NY

27th-28th September 1907

FP	#	Driver	Car	Time	
27th-28th September: 24 hour race					
1		Emanuel Cedrino/Edward Parker	Fiat 35	984 laps	56.99 mph
2		J.A.Holmes/A.J.Ditman	Studebaker 35	878	50.85
3		Zumbach/Carriere	Italia 40	873	50.56
4		Harry Knepper/Dan Webster	Frayer-Miller 50	756	43.78
5		A.L.Campbell/Edward B.Blakely	Allen-Kingston 30	754	43.67
6		Guy Vaughn/Arthur Warren	Stearns 30	729	42.22
7		Al Poole/George Robertson	Simplex 50	696	40.31
8		Charles Schlipp/Helsas	Stearns 30	594	34.40

9	8	Wally Owen/Charles Embleton	Packard 30	677, 18 hours/accident	
10		William McCulla/Griffith	Darracq 40	532, 21 hours	35.21
11		Galliurd/J.Bloch	Motobloc 35	482, 21 hours	31.90
12		L.R.Burne/Frank Fuller	Rolls-Royce 20	468, 21 hours	30.97
13		Harry Michener/Guy Hutchinson	Lozier 48	574, 15 hours/withdrew	
14	3	Luther Smelser/William Linkrom	Lozier 40	486, 12 hours/fatal accident	
15		George Mack/McMann	De Dietrich	429, 22 hours	27.10
16		Charles Trewin/Greenwood	Welch 50	325, 19 hours	23.78
17		William Wallace/Muneman	Darracq 40	318, 11 hours/tyres	
18		Dave Buck/Adams	Matheson 60	257, 11 hours/tyres	
19		James Ryall/Frank Lescault	Matheson 50	72, 2 hours/cooling problems	

Race was stopped for 2 hours 4 minutes for track repairs. When restarted, it rained until the end. After the race, two women, both claiming to be his wife, tried to claim Smelser's body!

Luther W.Smelser, who was 31 at the time of his death (according to the Illinois census of 1900, although the death records in New York indicate that he was 29), had married twice, but had failed to divorce his first wife (Charlet M.Smelser) by whom he had a daughter. Smelser had driven continuously through the race until the time of his accident, repeatedly refusing to allow his partner to take over. When entering the turn from the back stretch, Smelser's right front tyre blew, and the car swung around and through the outside fence. Smelser's mechanic was Fred Hall, who came from the Lozier factory, and he somehow escaped injury. Noticing that Smalser's feet were mixed up in the foot pedals and that they were about to strike a spectator, Hall pressed the brake pedal and stopped the car, and upon stopping Smelser's body untangled itself and fell out of the car, having hit a concealed water pipe. Smelser's unconscious body was picked up and placed in an ambulance which took him to Fordham Hospital – he had a fractured skull. So were two spectators who were hit by the runaway car – Frank Pope who suffered a broken leg, and John Clarke who suffered from bruising.
Smelser died from his injuries in hospital, but House Surgeon Bickelhaupt was rather surprised to receive a telephone from Hartford, CT, from a woman claiming to be his wife (Charlet). She said that she had been separated for 10 years but never divorced, and that the body should be given to ger on account of her daughter. The coroner delayed the interment by two days to allow Charlet to make good her claim. Smelser had been the junior member of the Linkroum-Smelser Automobile Company of Newark, NJ, where he lived with his second wife. His partner, W.H.Linkroum, was the son of Mayor Linkroum of Hackensack, NJ.

27th September: 1 mile Time Trial

George Robertson	Hotchkiss 120	0:00:52.0, 69.2 mph
William McCulla	Darracq 80	0:00:56.2
William Wallace	Darracq 60	0:01:01.4
William Wallace	Darracq 60	0:00:54.0

27th September: 25 miles, 18 laps - Motordrome Championship

1	Guy Vaughn	Stearns 30	0:27:54.2, 53.80 mph, 18 laps
2	George Foote	Packard 30	0:28:39.0
3	Charles Schlipp	Stearns 30	18 laps/Finished/accident
4	George Mack	De Dietrich	10 laps/Fuel tank fire

27th September: 11.1 miles, 8 laps - Under 45 hp

1	Wally Owen	American Mors 40	0:22:13, 30.03 mph
2	Ned Crane	English Daimler 45	8 laps
3	Charles Trewin	Welch 45	8 laps

27th September: 4.17 miles, 3 laps - 4 Cylinder Ford Runabouts

1	Frank Dunnell	Ford	0:08:07, 30.8 mph
2	Walter Livingstone	Ford	3 laps
3	Roger Stearns	Ford	3 laps

To damp down the track, the surface was oiled, but tragedy struck the track workers on the morning of the 27th. James Cooper, who was employed by Morris Park to oil the track, together with his assistants James Reilly and Richard Smith, went to the Bronx Gas Company in the Bronx to draw crude oil from their 20,000 gallon tank. However, one of them used a lighted lantern, and this ignited fumes within the tank, causing the tank to explode. The three men died during the explosion, one of the bodies being flung 100 feet into a nearby swamp, and the windows of the nearby Catholic protectory were shattered.

Following the success of the previous Morris Park meeting, the organisers considered running another 24 hour meeting at the ½ mile oval at Olympic Park in Newark, NJ, on this weekend as well. This meeting did not go ahead.

Trenton, NJ

30th September 1907 – 0.5 mile dirt oval

FP	#	Driver	Car	Time	
5 miles - Handicap, Stock cars					
1		James Endicott	Stearns 60	0:07:03.4	
2		William Sharp	Mitchell 18	5 laps	0:55 Handicap
3		H.T.Eisenberg	Franklin 12	5 laps	0:55 Handicap
5 miles - Handicap, Mercer Company race					
1		William Sharp	Mitchell 18	0:07:59	1:15 Handicap
2		H.T.Eisenberg	Franklin 12	5 laps	1:40 Handicap
3		Walter Harper	Stanley 20	5 laps	0 Handicap
10 miles - Handicap, Touring cars under $5001					
1		Joe Parkin	Packard 30	0:14:04.4	0 Handicap
2		H.T.Eisenberg	Franklin 12	10 laps	3:00 Handicap
3		James Endicott	Stearns 60	10 laps	0 Handicap
5 miles - Handicap, steam cars					
1		Walter Harper	Stanley 20	0:07:26	0 Handicap
2		George Vennell	Stanley 20	5 laps	0:40 Handicap
3		J.F.Moriarity	Stanley 10	5 laps	1:10 Handicap
5 miles - Handicap, Gasoline, $2000-$3500					
1		Joe Parkin	Packard 30	0:07:02.2	0 Handicap
2		Edward Walter	Walter 40	5 laps	0:25 Handicap
3		James Endicott	Stearns 60	5 laps	0 Handicap
25 miles - Stock cars					
1		Joe Parkin	Packard 30	0:36:25.6	
2		Edward Walter	Walter 40	25 laps	
3		James Endicott	Stearns 60	25 laps	

Part of the Inter-state fair.

Montana State Fairgrounds, Helena, MT

30th September-5th October 1907

FP	#	Driver	Car	Time
30th September: 5 miles				
1		Follansbee	Stanley Steamer	0:05:31
2		Edward van Lune	White Steamer	

The White Steamer broke down as it crossed the wire for the start.

2nd October: 5 miles
Races were called off due to rain.

3rd October: 5 miles

1		Follansbee	Stanley Steamer	
R		Edward van Lune		accident

Van Lune suffered nerve damage to his leg during the accident, but promised to be ready for a further race on the 4th.

Races were to be held each day with a trophy awarded to the fastest over the total distance.

Fort Wayne Driving Park, IN

1st October 1907 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield	Green Dragon	0:00:54.0
2 miles – Cars costing more than $1000				
1		Edward White		
2		Dr Duemling		

2 miles – Cars costing more than $1500

1	Edward White	
2		Auburn

Race

1	Edward White	
	William M.Griffin	
	Waller McLallen	

Handicap

1	William M.Griffin	
	Ollie Savin	Red Devil
		Winton
	Waller McLallen	

Races were to have taken place on the 28th, but they were postponed due to rain.

Trenton, NJ

5th October 1907 – 10 hour endurance race

FP	#	Driver	Car	Time
1		Joe Parkin/Joe Parkin Jr	Walter	359.75 miles
2		Edwin Walter	Walter	347.38 miles
3		H.T.Eisenberg	Franklin 12 hp	290.25 miles
4		Paul Schill	Thomas	184.00 miles
5		James Endicott	Stearns	156.19 miles
DQ		Burns	Rolls Royce	30.25 miles

Part of the Inter-state fair. During the first 100 miles of the race, the Parkins' set a world record for the distance on a half-mile track of 2h37m, which was impressive given that their Walter was effectively a touring car. The second placed Walter was a brand new car, and hadn't even been run in - it had left the factory that morning.
Shortly after the start, the Thomas crashed through the fence of the northern bend after the steering gear broke when the car was travelling at 40 mph. It tore down some fencing before crashing into and demolishing a refreshment stand, luckily without injury to anyone.
After covering 30¼ miles, the Rolls Royce was disqualified after ripping off a tyre when cornering. Rather than pulling off the track to effect repairs, the driver and mechanician did the repairs on track, which violated the rules. Frank A. Poth Jr of Philadelphia protested this, and although the other entrants were happy for the Rolls Royce to continue, the judges had to uphold the protest.

Nevada State Fairgrounds, Reno, NV

6th October 1907 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile Time Trial				
		Burt Lundy	Dorris runabout	retired
		Burt Lundy	Dorris runabout	0:01:16

Lundy's retirement in the first run was due to the boy riding with him knocking the plug from the coil box.

Cars under $3500				
1		Burt Lundy	Dorris runabout	0:08:30.5
2		Ira Conkey	Elmore	
3		McKallops	Oldsmobile	1 mile/withdrew
Match race				
1		Johnson	Thomas 60 hp	
2		Burns	Stanley steamer 25 hp	2 miles/blew front tyre
Free-for-all				
1		Nick Carter	Dorris	
2		Burt Lundy	Dorris	retired/ran hot

Fort Worth Fairgrounds, TX

10th October 1907

FP	#	Driver	Car	Time
5 miles				
1		Charlie Kolp	Thomas 40	0:06:53.5
2		Harry Derrough	Pope 40	
3 miles				
1		"Jimmie"	Ford 15	0:05:02.2
2		Roy Kamp	Franklin 12	

Harry Derrough hit a fence during this race, throwing his riding mechanic Oscar Hubbard from the car. He was only slightly injured.

2.5 miles				
1		Lee Bowman	Buick 22	0:04:37.6
2		A.B.Wharton	Simplex 24	

Harlem, Chicago, IL

14th October 1907

FP	#	Driver	Car	Time
3 miles - Free-Formula, under $1500				
1		R.L.Bartol	Ford 15	0:04:40
2		Frank X.Mudd	Ford 15	3 laps
3		W.Willett	Buick 24	3 laps
4		John Kelly, Jr	Reo 16	3 laps
5		Phil Johnson	Stanley Steamer	Out
5 miles - Runabouts/Roadsters, under $3000				
1		George Farnsworth	Cadillac 20	0:06:36
2		W.Willett	Buick 24	5 laps
3		Frank Vaughan	Autocar 30	5 laps
4		E.W.Disher	Ford 6	5 laps
5 miles - Chicago Auto Club Special				
1		W.G.Lloyd, Jr	Stoddard-Dayton 20	0:11:57.4
2		Frank X.Mudd	Ford 15	0:12:07.0
3		C.E.Gregory	Thomas 40	0:17:07
4		J.L.Schureman	Corbin	5 laps
5		Carroll Shaffer	Stevens-Duryea	5 laps
6		W.C.Gillett	Corbin	5 laps
7		Louis A.Howard	Stoddard-Dayton	5 laps
8		L.I.Bregman	Thomas	Started
10 miles - Free-Formula, Flying Start				
1		Charles Schlipp	Stearns 45/6	0:10:22
2		Dave Buck	Apperson Jackrabbit 55	10 laps
3		George Farnsworth	Cadillac 20	10 laps
4		Ray Harroun	Harroun Sneezer	
Half-Hour Race - Free-Formula				
1		George Farnsworth	Cadillac 20	23.75 miles
2		Dave Buck	Apperson Jackrabbit	23.08 miles
3		Curtis Betts	Mitchell 22	22 miles
4		Allan Pirie	Tincher 60	18 miles
5		E.W.Disher	Ford 40	9 miles
6		G.Schoeneck	Pope-Toledo 20	7 miles
7		Charles Schlipp	Stearns 45	1.75 miles/out

The Chicago Automobile Club announced on the 17th September that the lack of entries and the absence of committeemen with enough time had caused the cancellation of their next big 24 hour event at Harlem. As a substitute, they planned to run a series of short races on Saturday afternoon, 28th September, but this was delayed due to rain.

Silent Knight Trophy

18th October 1907 – 200 miles

FP	#	Driver	Car	Observer
1	1	Paul Hoffman	Pierce Arrow	J.T.Fisher
2	7	G.H.Bird	Corbin	Frank Wood
3	9	Edgar Apperson	Apperson	H.P.Branstetter
4	4	Walden W.Shaw	Berliet	E.E.Guston
5	6	C.Y.Knight	Silent Knight	R.Bacon Jr
6	3	C.A.Tilt	Diamond T	Lyle Miller
7	2	C.W.Birchwood	Haynes	H.R.Winship
8	8	J.Buchanan	Berliet	G.G.Greenberg
9	5	A.J.Banta	Locomobile	S.A.Miles

This event was open to the top ten cars (not runabouts) from the Chicago-Valparaiso Economy run held in September. The route was Chicago-New Carlisle (Indiana)-Chicago, leaving Chicago by going south in Halsted Street and Vincennes Road to One Hundred and Third Street, and from there over to Michigan Avenue, going south and on through Riverdale, Dalton, Oak Flen and Lansing to the old Hobart Road. This route was chosen to avoid the muddy roads of South Chicago. Due to road repairs in Valparaiso, the cars went through Christman, Chesterton, Burdick, Otis, Michigan City and Rolling Prairie to New Carlisle. The cars started at 6am. The pilot car was a Ford six cylinder roadster driven by R.P.Rice, which scattered confetti along the route, and was accompanied by N.H.Van Sicklen in an Apperson Jackrabbit.

New Jersey 24 Hour Endurance Contest

15th-16th November 1907 – 450 miles

FP	#	Entrant	Car	Penalties
		J.B.Ryall	Matheson 50	0
		R.G.Kelsey	Haynes 50	0
		R.A.Greene	Oldsmobile 80	0
		R.A.Greene	Locomobile 40	0
		A.T.Purcell	Ford 40	0
		F.C.Hinni Jr	Franklin 28	0
		F.J.Titus	Thomas 50	0
		W.V.Snyder Jr	Cadillac 10	3
		R.A.Greene	Oldsmobile 40	12
		C.E.Fisher	Autocar 30	76
		C.W.Smith	Mitchell 24	80
		E.A.Chilner	Mitchell 20	83
		P.H.Johnston	Grout 33	107
		J.F.Carey	Mitchell 20	115
		Mrs M.H.Richey	Marmon 50	341
		I.M.Uppercu	Cadillac 23	1098
R		J.W.Mason	Maxwell	lap 1
R		J.W.Mason	Maxwell	lap 1
R		J.W.Mason	Maxwell	lap 3/leaky radiator
R		Mrs M.H.Richey	Marmon 40	lap 3/crashed
R		Dr J.Finley Bell	Hewitt	lap 2/leaky gas tank
R		P.F.Gillette	Pullman 20	caught fire

The event was run over the public roads, with violations of the legal speed limit punished by disqualification. The competing cars were driven five times over a circuit from Newark to Montclair, Caldwell, Dover, Morristown, Somerville, Plainfield, Irvington and back to Newark, the total distance being 455 miles (91 miles x 5 laps). All cars were grouped in one class and entrants had to be members of the promoting organisation, the New Jersey Automobile and Motor Club of Newark. The race started and ended at the Newark headquarters of the club, with silver cups to be awarded to all owners of cars who achieved perfect scores. By November 11th, 24 entries had been received – those entered were three Maxwells, two Thomases, two Fords, two Marmons, two Oldsmobiles, and one each of Locomobile, Franklin, Matheson, Cadillac, Haynes, Autocar, National, Hewitt, Grout and Pullman.

Providence, RI

16th November 1907 - 0.4 mile hillclimb

FP	#	Driver	Car	Time

Class 1: Gasoline, under $1000

1	Flint	Ford 15	0:00:49.0
2	Rust	Ford 15	0:00:56.2

Class 2: Steam touring

1	Leo Baldwin	Stanley 20	0:00:36.2
2	B.F.Blackington	Stanley 20	0:00:40.0

Class 3: Gasoline, under $3000

1	James Grady	Pope-Hartford 30	0:00:37.6
2	Myers	Ford 6-40	0:00:44.8
3	Sweeney	Pennsylvania	0:00:55.0

Class 4: Gasoline, under $2000

1	Davis	Oldsmobile	0:00:49.2
2	John Pugh	Corbin	0:00:51.4

Class 5: Steam runabouts

1	Leo Baldwin	Stanley 20	0:00:31.6
2	B.F.Blackington	Stanley 20	0:00:33.0

Class 6: Gasoline, under $5000

1	James Grady	Pope-Hartford 30	0:00:37.6
2	John Snow	Peerless 30	0:00:42.0
3	John Snow	Stevens-Duryea 35	0:00:47.0
4	Sweeney	Pennsylvania	0:00:50.6

Class 7: Gasoline, over $5000

1	John Snow	Peerless 45	0:00:39.0
2	Jeff Crafford	Fiat 60	0:00:45.2
3	Conger	Stevens-Duryea 50	0:00:51.0

Class 8: Free-Formula

1	Emanuel Cedrino	Fiat 60	0:00:30.0
2	B.F.Blackington	Stanley 20	0:00:34.0
3	James Grady	Pope-Hartford 30	0:00:37.0
4	John Dower	Corbin 30	0:00:37.0
5	Leo Baldwin	Stanley 25	Did not finish

Chicago Motor Club Reliability Run for the Miles Trophy

26th-29th November 1907 - 600 miles

FP	#	Driver	Car	Penalty
1	14	Frank Nutt	Haynes	0 points
2	29	Arthur Kumpf	Pierce-Arrow 6 cyl	2 points for Goodrich Trophy
3	30	Ralph Owen	Oldsmobile	6 points for New Southern Cup
4	3	Ted Collier	Rambler	8 points
5	18	R.E.Parker	Auburn	10 points
6	23	William Lelich	White Steamer	12 points
7	33	W.Mitchell	Locomobile	14 points
8	20	William Smith	Studebaker	16 points
9	28	Webb Jay	Kisselkar	18 points
10	36	John Aitken	National	26 points

Other Entrants

	1	R.W.Cook	Royal Tourist	
	2	Paul Hoffman	Pierce-Arrow	
	29	Arthur Kumpf	Pierce-Arrow 6 cyl	
	3	Ted Collier	Rambler	
	?	Charles Burman	Peerless	DNS?
	5	?	Wayne	
6/7/26		R.G.Kelsey	Matheson	
6/7/26		Dave Buck	Matheson	
6/7/26		?	Matheson	
	8	Clifford Clark	Stevens-Duryea	
9/27			Stoddard-Dayton	
9/27			Stoddard-Dayton	
10/11			Jackson	
10/11			Jackson	
	12	Barney Oldfield	Autocar	
	13		Maxwell	
	14	Frank Nutt	Haynes	
	15		Dragon	
	16		Rapid Bus	

17		Frayer-Miller	Retired Leg 2. Cracked frame, finished leg.
18	R.E.Parker	Auburn	
19	C.W.Price	Marion	Retired Leg 2. Slid on ice and crashed.
20	William Smith	Studebaker	
21	Charles A.Coey	Thomas Flyer	Retired Leg 1, went into ditch and broke axle.
22/24	H.K.Sheridan	White steamer	
22/24	?	White steamer	
23	William Lelich	White steamer	
25	?	Reo	
28	Webb Jay	Kisselkar	
30	Ralph Owen	Oldsmobile	
31	?	Pierce-Racine	
32	?	Silent Knight	
33	W.Mitchell	Locomobile	
34	?	Locomobile	
35	?	Premier	
36	John Aitken	National	

Tuesday 26th - 5am start, Chicago-South Bend-Chicago, 217 miles.
Cars listing at over $3000 have to average 20 mph, cars from $1800 up to and including $3000 17 mph, and those $1800 and under 14 mph.

Wednesday 27th - Chicago-Rockford-Chicago, 180 miles, with a checking station at Elgin.

Thursday 28th - Chicago-Ottawa-Aurora-Chicago, 205 miles.

Friday 29th - Each surviving car to be taken out by a judge and examined as to its condition. Anything wrong with the car incurs a penalty. In case of a tie, a run off will be held, with the one lasting longest being the winner of the Miles $1,000 trophy.

All runs to start at Michigan Avenue and Thirtieth Street, from a garage adjacent to the Lakota hotel.

Cook snapped his cars' axle on Leg 2 near Dolton. He jumped on a train, returned to Chicago, fetched a new rear axle, and upon returning fitted it, only being delayed by four hours and forty-five minutes. He made up two hours before checking in at the end of the day.

III Box Springs Canyon Hillclimb, CA

28th November 1907 - 4 mile hillclimb

FP	#	Driver	Car	Time
Class C: Runabouts, $850 and under				
1			Ford	0:06:04
2			Maxwell	0:07:01
3			Maxwell	0:07:29.5
Class D: Runabouts, $1250 and under				
1		George Kussman	Tourist	0:05:49.8
2			Ford	0:06:15
3			Jackson	0:07:32.5
NS		R.L.Greer	Mitchell	Practice accident

On finishing his run, Kussman got out of the car and didn't notice the gasoline leaking from the carburretor. It caught fire and set the front of the car ablaze, but the fire was extinguished with sand before it could do too much damage.

Class E: Runabouts, $3000 and under				
1		Frank Siefert	Stoddard-Dayton	0:05:21.5
no other entries				
Class F: Runabouts, Free-for-all				
1			Stoddard-Dayton	0:05:28
2			Haynes	0:06:11
Class G: Touring Cars, $1600 and under				
1			Tourist	0:07:12
2			Buick	0:07:18.5
Class H: Touring Cars, $2000 and under				
1		George Kussman	Tourist	0:05:12.5
2			Oldsmobile	0:07:34

NS		Buick	Withdrawn
NS		Cadillac	Withdrawn
NS		Cadillac	Withdrawn

Class I: Touring Cars, $3000 and under

1	P.A.Renton	Great Smith	0:06:43.5
2	Harry Harrison	Oldsmobile	0:06:48
3		Marmon	0:07:22.6

Class J: Touring Cars, Free-for-all

1	A.P.Maginnis	Gearless	0:06:17
2		White Steamer	0:06:27
		Thomas Detroit	
		Stearns	
NS		Thomas Flyer	withdrawn

Touring Cars, $2500 and under

1	Lester Pattee	Cadillac	0:06:12
2	P.A.Renton	Great Smith	0:06:27
3	Edward Cowan	Rambler	0:06:34

Cowan had been setting a pace similar to Pattee until a piston rod stuck fast within site of the finishing line. His passengers got out and pushed the car across the finishing line.

Touring Cars, $4000 and under

1		American	0:05:56.4
2	H.D.Ryus	White Steamer	0:06:11.6
3	A.P.Maginnis	Gearless	0:06:16.6
NS		Thomas Flyer	Withdrawn

The course had been modified from previous years. Run by the Riverside Automobile Dealers' Association, some of the short turns had been widened, and two sharp peaks were cut off to avoid blind turns. The surface was gravelled and oiled to smooth it out and reduce mud in the event of rain.
In addition to the classes above, runabouts had to carry two passengers, and touring cars four passengers, of an average weight of 150 pounds. Classes A and B were for motorcycles.
An accident during a pre-race practice run resulted in the elimination of the Class D Mitchell of R.L.Greer after it collided with a horse and buggy coming the other way. The buggy's driver, Mathias Blumaire, was thrown out without serious injury, as was R.L.Greer and his brother. They had been going 45 mph at the time, and the impact hurt the horse so badly that it was put down.

II Corona Auto Club Hillclimb, CA

28th December 1907 – 3.1 mile hillclimb

After it rained on the morning of the 28th, the event was postponed until the 22nd February 1908. However, the rain stopped by the afternoon, and the course was still in a fine condition, so two drivers elected to make a trial run. Joy Jameson in a Rambler 35 hp made the climb in 7 minutes with three passengers, Fred M.Baird in a Tourist 22 hp did it in 5m59.5, also with three passengers. It was stated in the Los Angeles Times that Baird might not enter the postponed event, so the time he set now would count on the event itself.

Other Matters of the Year

- A White car was the only one to get a perfect score in the Quaker City Motor Club Reliability Test from 43 entries.

2 Races were scheduled for New Years Day at the Phoenix Fairgrounds, but were postponed to the 5th January. There was to be a 5 mile race between cars owned by D.Stone and I.T.Hosey.

- It was announced in the 11th March 1907 edition of the Reno Evening Gazette that Tex Rickard and Ole Elliott were backing a proposed 135 mile race from Goldfield to Ely to be held in May. Tex Rickard was a famous (possibly even notorious) promoter of the day, who was later involved with prize fighting and Jack Dempsey. Goldfield was a mining boom town, and Ely a small mining settlement. The race does not seem to have happened.

3 An automobile gymkhana was organised in Coronado, California, for the 23rd-24th March by the Coronado Country Club. Six races were planned – the first was a 2 mile race for

Maxwell runabouts, the second a 2 mile race for four-cylinder Ford runabouts, the third a 3 mile free-for-all for runabouts costs under $1500, the fourth 3 mile race for two-cylinder touring cars costing less than $1500 carrying four passengers, the fifth a 3 mile race for four-cylinder touring cars costing less than $3000 carrying four passengers, and the sixth a 5 mile race for touring cars costing more than $3000. It was stipulated that for all events, there must be at least five cars entered and at least three must start or the race or contest would be called off. The auto races didn't happen, and were advertised for the following week instead. This new date also didn't happen.

- The Fort Wayne Journal-Gazette of the 10th April 1907 reports that Harry Knoll won a race "recently in an automobile race at Los Angeles". It said that he "has notified his father…that he carried off first money". It is not known what race this was, and it is probably an exaggeration given that the article implied he paid for his car with his winnings, and that no race was run with this level of prize money won by a Mr Knoll.

- W.C.Hood of Baltimore won the Harrisburg endurance contest in May 1907.

- The *Frederick News* reported on the 18th May that work had begun on a new circular one and a half mile automobile track in Salt Lake City, UT. The new track was to be located southeast of Salton Beach, and was to be constructed on gravel and rolled shale. The aim was to have a track which could safely contain a car travelling at 150 miles an hour, and it was to be sixty feet wide in the banked turns and seventy five feet wide on the straights with reflector electric arc lights placed every 100 feet to allow night racing. It was almost certainly never built.

- The Colorado Automobile Club planned to organise a 100 mile race near Denver for June. No more mention of this was made in the local press, so it is not known whether it happened or not. It may have been planned for Overland Park, which held races as early as 1904.

- The Boston Daily Globe of the 21st July 1907, pg 29, reports that "the Schooleys mountain climb, which had to be postponed from July 4th to the 27th, will surely be held…. A stripped stock car event open to all has been added to the program." But did the program ever take place – it wasn't reported.

- The Oakland Tribune of the 2nd August 1907, pg 17, reports that a hillclimb was to be held near Sausilito as part of an endurance run. The results don't seem to have been published.

- The Molders Annual Picnic was held at Idlewild Park in Newark, Ohio, with a one mile race scheduled between Joe Moser, R.Smith and one other on the 3rd August 1907.

- Races were planned for Concord, California, on the 11th August 1907 on a one mile track. It is not known whether this event happened or not.

- A ten-hour endurance race was planned for local racers at the Fort Wayne fairgrounds on Labor Day, the 2nd September 1907. W.M.Griffin was to enter two cars, the Fort Wayne Motor Co two cars, A.S.Bond one car, and S.K.Blair one car. The race itself appears not to have happened in the end, and was not reported in the local media.

- The New Jersey Auto and Motor Club held a three day endurance run around the 4th-6th September. John Haynes, driving a runabout of #25, finished it with a perfect record.

- The Old Settlers Annual Picnic was held at Correctionville, Iowa, on the 5th September 1907 at Copeland Park. There was to be a race at 4pm with a first prize of $3.00, and a second prize of $2.00.

- Four Cleveland men were injured in Monroeville, Ohio, in a sealed bonnet automobile contest when they wrecked their car on the 13th September. The men injured were Bert Adams, Jay Lee Cross, Burt Phillips and Fred Band. They were rounding a sharp curve when one of the tyres came off, and the car ran into a telegraph pole. The gasoline tank caught fire, and the men were burnt. They were driving the pilot car for the event.

- The Del Monte Sealed Bonnet Endurance Run was run on the 20th September. Two Tourist cars entered, and of the 12 gasoline cars competing, the two Tourists were the only ones which gained perfect scores.

- The Kossuth County Fair was held in Algona, IA, from the 18th-20th September. A 5 mile auto race was to be held, but it is not known if it took place.

- An auto race was advertised for the Douglas County Fair, Castle Rock (CO) on the 20th September. Post event reports have no mention of an auto race taking place.

- Auto races were scheduled for the Vermont State Fair at White River Junction on the 1st and 2nd October – E.P.Blake entered a Jackson model C for them. Heavy rains delayed the races, and they were rescheduled for the afternoon of the 5th October. The results appear not to have been reported.

- Races were to be held at the Utah State Fair on the 5th October. It is not known if they took place.

- Arrangements were made to include an automobile race at the Inter Mountain Fairgrounds on the 11th-12th October. It is not known if they took place.

- In the 12th October 1907 edition of the Syracuse Herald, it was announced that E.R.Thomas (winner of the Brighton Beach 24 Hour race) challenged Renault (winner of the 1st Morris Park 24 hr race that year) and Fiat (winner of the 2nd Morris Park 24 hr race that year) to a 24 hour race, as they hadn't competed against each other. The venue was to be announced, but any competition between them didn't happen in 1907.

- Arrangements were made for a 250 mile race between H.T.Eisenberg's 12 hp Franklin runabout and William S.Sharp's Mitchell 40 hp. A side bet of $500 was made on the race, and it was stated that the race must take place within 30 days of it being announced on the 14th October. The aim was to have the race take place on the Trenton Interstate Fair Track. It is not known whether the race took place or not.

- An announcement was made that a 60 mile auto race would be held on the Hot Wells loop near San Antonio, TX, in December. The race was not held.

1908 US Events

Nineteenth Avenue Hill, CA

1908 – 0.75 mile hillclimb

1	Earl Cooper	Stoddard Dayton

II Corona Auto Club Hillclimb, CA

1908 – 3.1 mile hillclimb

Postponed from the 28th December 1907.

II Endurance Run of the Quaker City Motor Club, PA

3rd-4th January 1908 – 173 miles

Hal Sheridan in a White Steamer won the event for the MacDonald & Campbell Trophy. There were 27 vehicles competing. The schedule called for an average speed of 20 mph over two days, and the contest committee decided that three cars were tied for first place with clean scores and that there should be a run off. The cars had to cover in one day the entire distance covered in the previous twp, and the White driven by Hal Sheridan won with one point against it. The second car was penalised by nine points, the third 27.
However, in an advert for White cars, some controversy was uncovered. The advert said the following: "In the original contest the White was the only car which made a clean score on the road and also was declared by the Technical Committee to be in perfect condition at the finish. For some reason the Contest Committee refused to accept the findings of the Technical Committee as regards two other cars and order a 'run-off' between the White and these cars."

Houston, TX

13th January 1908 – 112 miles

John Trentem, sporting editor of the Houston Post, was killed when his car lost a tyre and the wheel then caught on a streetcar track, throwing the car against an oncoming street car near Chaneyville. Trentem died of a broken neck caused by being thrown from the car. A further accident happened on a sharp bend in Eureka, when an American touring car skidded off into a ditchand overturned. The occupants were Ray Weiss, Brown Botts, Eugene Bender and B.D.Kemp (driver). They escaped unharmed, except for Brown Botts who was initially thought to be dead but recovered quickly afterwards, and the car was able to continue later under its own power. The schedule for the event meant that entrants could maintain a speed of 18 miles an hour and still reach the end in time, but there was no penalty for arriving ahead of time and as a result entrants treated the event as one about speed. Part of the event was run between Cypress and Houston.

Bay State Automobile Club Endurance Run, MA

22nd February 1908 - 132 miles

#	Car	Entrant	Driver	Remarks
1	Marmon	Frank E.Wing	Frank E.Wing	Perfect score.
2	Thomas Detroit	Whitten-Gilmore Co	O.E.Whitten	Perfect score.
3	Thomas Detroit	J.S.Harrington	J.S.Harrington	5 pt penalty.
4	Springfield	Harry Fosdick Co	Lincoln D.Robbins	Out.
5	Studebaker	Boston branch	Walter Jones	Perfect score.
6	Atlas	Harry Fosdick Co	Mr Ruggles	Entered in runabout class. Perfect score.
7	Knox	Reed Underhill Co	W.Bourque	Perfect score.

8	Knox	Knox Co	A.E.Dennison	Entered in runabout class. Out.
9	Winton	Winton Motor Carriage Co	L.B.Harris	Out.
10	White	White Co	Hal K.Sheridan	Perfect score.
11	White	White Co	Walter White	Perfect score.
12	Thomas Flyer	J.S.Harrington	A.H.Dorsey	Perfect score.
13	Reo	Linscott Motor Co	F.H.Pratt	Entered in runabout class. Perfect score.
14	Austin	I.N.Litchfield	J.C.Kennedy	Entered in runabout class. Perfect score.
15	Stevens-Duryea	J.W.Bowman Co	J.W.Robinson	8 pt penalty.
16	Lozier	H.C. & C.D.Castle	Harry Mechner	Perfect score.
17	Oldsmobile	Algonquin Motor Co	J.E.Hobson	Perfect score.
18	Rambler	T.B.Jeffery	W.A.Charles	Perfect score.
19	Rambler	T.B.Jeffery	W.A.Williams	Entered in runabout class. Perfect score.
20	Franklin	Boston branch	Theodore Young	Perfect score.

A Pierce Arrow, driven by J.W.Magurie, a Premier driven by Harry Johnson, and a Winton driven by L.R.Speare were used by the committee conducting the run.
Route was Boston to Dedham, thence to Walpole, Wrentham, Attleboro to Providence, where the first checking station was established. Leaving Providence, the cars went through Woonsocket to Worcester. There another checking station was placed at the Worcester club. The final leg of the triangle was through Sudbury to Boston along the state highway. Any car held up for speeding was liable to disqualification.
The start was at the Bay State Automobile Association Club at 7:01 am, with the cars sent on their way at 1 minute intervals. Once the run had started, it became evident to the committee that the schedule was too easy, so they cut 10 minutes from the schedule between Providence and Uxbridge. Frozen snow covered the early roads, although it started to melt in the afternoon.

III Pasadena-Altadena Hillclimb, CA

29th February 1908 - 1 mile

FP	Driver	Car	Time
Touring Cars, $1,000-$1,500			
1		Tourist	0:02:41, 22.36 mph
2		Reo	0:02:54
3		Buick	0:02:56
Touring Cars, $1,501-$2,000			
1		Kissel Kar	0:02:46.25, 21.65 mph
2	H.O.Harrison	Oldsmobile	0:02:51.75
3		Tourist	0:02:52.50
4		Jackson	0:02:55.00
Touring Cars, $2,001-$2,500			
1	W.K.Cowan	Rambler	0:02:27, 24.49 mph
2		Pope-Hartford	0:02:35
3		Reo	0:03:04
4		Elmore	0:03:55
Touring Cars, $2,501-$3,000			
1	H.O.Harrison	Oldsmobile	0:02:25, 24.83 mph
2		Tourist	0:02:30.5
3		Thomas-Detroit	0:02:40.5
Touring Cars, $3,001-$4,000			
1		Thomas	0:04:37.5, 12.97 mph
2	H.D. Ryus	White	DNF
Roadsters, under $3,001			
1		Kissel Kar	0:02:22.75, 25.22 mph
2		Stoddard-Dayton	0:02:32.25
3		Tourist	0:02:41.50
4		Reo	0:02:58.25
Race Roadsters, over $3,000			
1	Edgar Apperson	Apperson Jackrabbit	0:01:36.25, 37.40 mph
2		Stearns	0:01:58.00
3	Ralph Hamlin	Franklin	0:02:20.00

4		Packard	0:02:09.75
5		Pope-Toledo	0:02:20.00
6		Haynes	0:02:30.50
Special			
1	Edgar Apperson	Apperson	0:01:36.25, 37.40 mph
2		Stearns	0:01:54.25
3	Ralph Hamlin	Franklin	0:01:57.75
4		Packard	0:02:12.00

Daytona Beach, FL (Ormond Beach)

3rd-6th March 1908

FP	Driver	Car	Time
3 March - 100 Miles, Minneapolis Cup FFA			
1	Emanuel Cedrino	Fiat Cyclone 120	1:50:20, 54.381 mph, 8 laps
2	Edward B.Blakely	Christie 120	broken valve
3	H.B.Shefts	Hotchkiss 120	Flagged, clutch problem
4	Paul LaCroix	Renault	DNS, broken oil line
5	R.W.Buckey	B.L.M. 100	DNS, transmission
3 March - 150 Miles, *for stock chassis*			
1	Louis Bergdoll	Benz 60	2:40:38, 56.03 mph
2	James Loughlin	Cleveland 40	2:44:50
3	J.Carey	Thomas 70	
4	E.W.Howard	Allen-Kingston	Cracked cylinder
4 March - 125 Miles, *Amateur invitational*			
1	Louis Bergdoll	Benz 50	1:53:30.6, 66.07 mph
2	Samuel B.Stevens	Fiat Cyclone	1:54:28.0
3	R.G.Kelsey	Christie 60	
4 March - 1 Mile Time Trial			
	Emanuel Cedrino	Fiat Cyclone 120	0:00:35.0, 102.8 mph
	David Bruce-Brown	Fiat Cyclone 120	0:00:35.6
	R.G.Kelsey	Christie 60	0:00:42.8
	Louis Bergdoll	Benz 60	0:00:45.8
	Maurice Bernin	Renault 60	0:00:39.2
	George P.Parker	Benz 60	0:00:45.6
5 March - 256 Miles, *Stock chassis free displacement*			
1	Emanuel Cedrino	Fiat Cyclone 120	3:21:27.4, 76.245 mph, 8 laps
2	R.G.Kelsey	Christie 60	4:06:26, 8 laps
3	Maurice Bernin	Renault 60	4:06:38, 8 laps
4	Edward B.Blakely	Christie 120	2 laps/spark plug
6 March - 100 Miles, *Match race, $1000 wager*			
1	Maurice Bernin	Renault 60	1:12:56.2, 82.26 mph
2	Samuel B.Stevens	Fiat Cyclone 120	
6 March - 1 Mile Time Trial			
	Louis Bergdoll	Benz 60	0:00:45.6, 78.60 mph
	Louis Bergdoll	Benz 60	0:00:45.8
	Edward B.Blakely	Christie 60	0:00:42.8
	Maurice Bernin	Renault 60	0:00:39.2

N.B. - Lap distance was varied for each event

Buena Vista Hillclimb, CA

7th March 1908

FP	Driver	Car	Time
Cars, $2500			
1		White L	
Cars, $3500			
1		White K	
Cars, Free-for-all			

1	White K	

Milwaukee-Oshkosh-Madison-Milwaukee Reliability Run, WI

10th-11th March 1908

Little is known of this event, and there seem to have been few entrants. The entrants were split into three classes – class A (White Steamer and a Cleveland roadster), class B (Two Kissel Kars, a Thomas 40, two Ramblers), and class C (Maxwell and Reo). On the run to Oshkosh, Class A cars were given a time allowance of seven hours, Class B were given eight and a half hours, Class C seven hours.

Jacksonville-Miami Road Race, FL

12th-13th March 1908 – 371 miles

FP	#	Driver	Car	Time
1		Dr W.M.Stinson	Cadillac 10 hp	37:19
2			Peerless	
3			Buick	withdrew
4			Cadillac	withdrew at Ormond

The official running time for Stinson was 37h19m, although his actual running time was quoted as being seven hours less. Two other cars were entered in the event, and were reported to be stuck fast in a bog 12 miles north of West Jupiter when Stinson finished.

Savannah, GA

18th-19th March 1908

18 March - 173 Miles (17.3 miles x 10 laps), *Southern Runabout Cup*

1	4	Herbert Lytle	Apperson Jackrabbit	3:35:41, 50.07 mph
2	6	Lee Lorimer	Thomas-Detroit	9 laps
3	1	Len Zengel	Pennsylvania 50	1 lap/accident
NS			Thomas-Detroit	cracked piston
NA			Cleveland	
NA			Premier	

18 March - 173 Miles (17.3 miles x 10 laps), *Southern High Power Cup*

1	2	George Salzman	Thomas 6	3:02:25, 59.20 mph
2	3	Frank Leland	Stearns 6	1 lap/con-rod
NA			Matheson	

19 March - 346 Miles (17.3 miles x 20 laps), *Savannah Challenge Trophy*

1	2	Lewis Strang	Isotta-Frachini 55	6:21:30, 53.788 mph
2	1	Herbert Lytle	Apperson 48	6:44:37
3	8	M.Newstetter	Acme 48	6:47:05
4	4	Harry Michener	Lozier 48	6:49:17
5	6	Al Poole	Isotta-Frachini 55	6:58:53
6	3	Fred Tone	American 50	6:36:30, 15 laps
7	7	Frank Leland	Stearns 46	6:45:24, 15 laps
8	5	William McCulla	Apperson 50	2 laps/Overturned

Lap Leaders:	Strang	laps 1-7,9-20
	Michener	lap 8

N.B. – Cars started at 90s intervals, maximum displacement of 575 cubic inches.

Lap Times – Savannah Challenge Trophy

Lap	Car							
	2	1	8	4	6	3	7	5
1	17:50	18:35	19:56	18:41	18:53	27:51	30:08	
2	17:16	18:44	19:18	18:27	18:53	19:08	21:59	
3	18:11	19:56	19:30	18:32	19:50	19:16	26:27	overturned

4	18:10	28:27	19:39	18:32	18:35	41:01	19:05
5	17:40	19:33	19:42	18:40	18:49	29:23	22:11
6	18:12	19:27	21:37	18:36	18:17	39:13	28:17
7	18:23	24:28	19:29	23:58	23:58	22:33	43:27
8	22:17	19:01	24:33	18:07	18:07	20:53	47:07
9	18:02	22:53	19:17	19:18	17:39	23:12	22:23
10	18:02	23:43	22:07	26:31	20:20	34:14	47:10
11	18:12	19:46	19:23	37:12	19:36	21:00	23:20
12	18:08	19:04	23:35	19:00	18:32	21:42	27:02
13	23:21	19:43	19:41	19:09	17:31	26:40	22:23
14	18:40	18:43	20:19	22:09	26:41	21:20	22:42
15	19:02	18:12	19:38	18:31	19:34	21:23	23:51
16	18:10	20:17	21:39	18:45	19:31		
17	18:37	18:17	19:30	23:07	42:40		
18	22:19	18:23	19:37	22:40	28:00		
19	20:57	18:33	19:38	23:53	16:46		
20	19:07	18:17	19:22	18:57	17:33		

In 1907, there was no Vanderbilt Cup due to a lack of crowd control measures at Long Island. As a consequence, a number of cities vied to try and hold the next one. Rather than courting the AAA Contest Board, the Savannah Automobile Club decided to hold a race meeting and demonstrate that it could hold a meeting with races of adequate length, and with adequate controls. This meeting in 1908 was held as a result, and although it didn't immediately result in the arrival of the Vanderbilt Cup (Savannah had to wait until 1911 for the privilege), it did win the right to stage the first American Grand Prize event.

Indianapolis Hillclimb, IN

24th March 1908

FP	#	Driver	Car	Time
Class ?				
1		Charles Schaf	Buick White Streak	0:00:48.6

II Stewart Avenue Hillclimb, Atlanta, GA

28th March 1908 – 0.9 miles

FP	#	Driver	Car	Time
Class 1				
1	5	William Oldknow	Buick 18	0:01:20.2
2	1	M.C.Hule	Ford 15	0:01:28.0
3	6	Dr G.C.Mizell	Ford 15	0:01:31.0
4	10	Painter	Reo	0:01:32.0
5	7	C.A.Fleming	Maxwell	0:01:34.2
6	12	J.L.Richards	Ford 20	0:01:34.8

First prize was an inner tube, given by M.C.Hule. Second prize was an ammeter, given by the Alexander-Elyea Company.

Class 2 – Touring cars and runabouts $2000 and under				
1	10	Joe Lander	Reo 20	0:01:29.6
2	1	R.L.Palmer	Cadillac 20	0:01:29.8
3	8	Dr G.C.Mizell	Ford 15	0:01:33.6
4	5	M.C.Hule	Ford 15	0:01:34.0
5	7	William Oldknow	Buick 24	0:01:34.4
6	4	C.A.Fleming	Maxwell 24	0:01:36.2
=	6	B.R.Padgett Jr	Ford 15	0:01:36.2
8	3	*Atlanta Motor Agency*	Buick 22	0:01:42.0

First prize was a cup donated by John E.Smith. Second prize was a framed mirror donated by the Pittsburgh Plate Glass Company.

Class 3 – Touring cars $3000 and under				
1	5	Grady	Pope-Hartford 25	0:01:06.2
2	7	H.J.Lamar	Oldsmobile 35	0:01:11.6
3	4	L.E.Fain	Stoddard-Dayton 30	0:01:13.4
4	2	M.C.Hule	Ford 40	0:01:16.2

First prize was a cup donated by Edward H.Inman. Second prize was an inner tube donated by Morgan and Wright. Third prize was a pair of lamps donated by F.C.Stainhaer.

Class 4 – Touring cars $4500 and under

1	7 John Kiser	Thomas Flyer	0:01:07.4
2	1 Grady	Pope-Hartford 25	0:01:11.0
3	3 J.H.Bryant	Ford 40	0:01:16.0

First prize was the Coca Cola Cup, valued at $75. Second prize was an inner tube donated by the Fisk Rubber Tire Company.

Class 5 – Free-for-all

1	7 Almand	Stearns	0:00:51.2
2	5 John Kiser	Thomas Flyer 70	0:00:54.0
3	2 Ed L.Wright Jr	Pope-Hartford 25	0:00:59.8
4	4 M.C.Hule	Ford 40	0:01:15.0

First prize was the Atlanta Journal Cup, valued at $100. Second prize was an inner tube donated by the Hartford Rubber Works Company.

Other entrants:

W.J.Stoddard	Pope-Hartford	commutator caught fire

A spectator by the name of Rutherford Lipscomb was hit by a car while crossing the road, although he didn't receive serious injuries.

Ft.George Hill, Manhattan, NY

9th April 1908 - 0.36 mile hillclimb

FP	Driver	Car	Time
9 April - *Free formula race*			
1	Walter White	White Steamer 30	0:00:32.2, 40.2 mph
2	Walter White	White Steamer 30	0:00:32.4
3	Edgar Apperson	Apperson 62	0:00:36.0
4	Emanuel Cedrino	Fiat 60	0:00:37.0
5	Peter Robinson	Stevens-Duryea	0:00:37.6
6	James Ryall	Matheson 60	0:00:40.2
7	James Grady	Pope-Hartford	0:00:42.4
8	William Bourque	Knox 30	0:00:43.8
9	Len Zengel	Pennsylvania 50	0:00:45.2
10	Guggenheim	Renault 35	0:00:47.8
11	Hodson	Stoddard-Dayton 40	0:00:49.0
12	Lane	White 20	0:00:52.2
9 April - 4 Cyl Gas, over $4000			
1	Guy Vaughn	Stearns 30-60	0:00:42.2, 30.7 mph
2	D.E.Farrell	Stearns 30-60	0:00:42.4
3	Halstead Swan	Stearns 30-60	0:00:42.6
4	L.M.Travis	Stearns 30-60	0:00:42.8
5	Frank Lescault	Stearns 50	0:00:43.6
6	Carl Broesel	Stearns 50	0:00:44.0
7	A.J.Picard	Stearns 30-60	0:00:44.6
8	Barney Oldfield	Stearns 30-60	0:00:46.0
9	Halstead Swan	Stearns 30-60	0:00:46.0
10	Arthur Warren	Stearns 30-60	0:00:47.0
11	W.J.Fickling	Stearns 30-60	0:00:48.6
12	Guggenheim	Stearns 35-45	0:00:49.0
9 April - Gas Cars, $2001 to $3000			
1	Halstead Swan	Corbin	0:00:43.8, 29.6 mph
2	William Bourque	Knox 30	0:00:46.4
3	James Grady	Pope-Hartford 30	0:00:47.0
4	Arthur Miller	Stoddard-Dayton 40	0:00:47.2
5	Len Zengel	Pennsylvania 50	0:00:49.0
6	James Grady	Pope-Hartford 25	0:00:49.0
7	Heiner	Pope-Hartford 30	0:00:50.0
8	W.G.Barbour	Corbin 30	0:00:50.0
9	Pentoney	Pope-Hartford 25-30	0:00:50.2
10	Cimiotti	Pullman 40	0:00:49.8
11	Hodson	Stoddard-Dayton 40	0:00:54.4
12	Dan Teetor	National 45	0:00:55.8
13	J.C.McCaffrey	Glide 45	0:00:58.4

14	R.S.Crawford	Crawford 40	0:00:59.8
15	Weisbecker	Oldsmobile 35	0:01:00.2

9 April - Gas Cars, $3001 - $4000

1	Peter Robinson	Stevens-Duryea 35	0:00:45.0, 28.8 mph
2	Frank McCaffrey	Cleveland 40	0:00:55.6
3	Billy Burke	Mora 42	0:00:58.6
4	Ralph DePalma	Allen-Kingston 40-45	0:01:05.2

9 April - 6 Cyl Gas, over $4000

1	Peter Robinson	Stevens-Duryea 50	0:00:38.8, 33.4 mph
2	Guy Vaughn	Stearns 45-90	0:00:46.8
3	Charles Gatzen	Hotchkiss 65	0:00:52.6
4	Arnold	Acme 45	0:00:55.0

9 April - All types, $2001 - $3000

1	Halstead Swan	Corbin 30	0:00:42.8, 30.3 mph
2	William Bourque	Knox 30	0:00:45.0
3	W.G.Barbour	Corbin 30	0:00:48.8
4	Cimiotti	Pullman 40	0:00:49.8
5	Lynch	Knox 25-30	0:00:52.8
6	Lane	White 20	0:01:07.0

9 April - Gas Cars, $1251 - $2000

1	Bob Burman	Jackson 35	0:00:52.6, 24.6 mph
2	H.B.Tucker	Corbin 24	0:00:55.8
3	White	Autocar 30	0:00:58.0
4	Edgerton	Mitchell 35	0:01:00.6
5	Charles Fleming	Maxwell 24	0:01:02.4
6	Robert Morton	Pullman 20	0:01:05.4
7	Stuenwald	Oldsmobile 32	0:01:11.2

9 April - Gas Cars, $851 - $1250

1	Ward Olney	Mitchell 20	0:01:07.2, 19.3 mph
2	W.Lockwood	Reo 16	0:01:14.2
3	T.C.Forbes	Overland 22	0:01:14.2
4	Bob Burman	Jackson 22	0:01:34.6

Seattle Hillclimb, WA

25th April 1908

FP	#	Driver	Car	Time
1			Ford	
=			Ford	

Port Jervis Hillclimb, NY

25th April 1908

FP	#	Driver	Car	Time	
Event 7				Trial 1	Trial 2
1	1	K.Depuy	Ford Model N Runabout	28.4s	32.1s
2	25	Dr Micks	Mitchell Runabout	32.4s	33.2s
3	17	Dr T.D.Mills	Buick Runabout	37.0s	34.0s
4	28	Dr M.A.Stivers	Ford Runabout	36.4s	37.0s
5	27	P.C.Rutan	Buick Runabout	38.8s	35.8s
6	8	J.O.Ehner	Mitchell Runabout	44.6s	34.4s
Event 8					
1	24	R.A.Clark	Jackson Roadster	25.6s	25.6s
2	8	J.O.Ehner	Mitchell Runabout	34.6s	34.0s
3	29	Brady Post	Buick Roadster	34.8s	35.2s
Event 9					
1	6	J.B.Rose-Aloest	Corbin Roadster	21.4s	21.4s
2	26	R.A.J.Wood	Thomas 40	24.4s	24.4s
3	24	R.A.Clark	Jackson Roadster	27.6s	25.0s

Event 1

1	1	K.Depuy	Ford Model N Roadster	29.2s	31.0s
2	23	Dayton	Ford Roadster	31.0s	34.6s
3	17	Dr T.D.Mills	Buick Runabout	32.0s	33.6s

Event 2

1	5	Parrott	Mitchell Roadster	30.6s	31.0s
2	23	Dayton & Mitchell	Ford Roadster	32.2s	33.8s
3	25	Dr Micks	Mitchell Runabout	33.0s	33.0s

Event 3

1	8	J.O.Ehner	Mitchell Runabout	31.0s	31.0s
2	23	Dunnell	Ford Runabout	31.2s	33.0s
3	43	P.C.Rutan	Jackson Touring	33.0s	34.6s

Event 4

1	24	R.A.Clark	Jackson Roadster	26.4s	27.6s
2	8	J.O.Ehner	Mitchell Runabout	31.0s	31.4s
3	29	Brady Post	Buick Roadster	35.0s	34.6s

Event 5

1	6	J.B.Rose-Aloest	Corbin Roadster	21.8s	21.6s
2	26	R.A.J.Wood	Thomas 40	23.0s	21.6s
3	24	R.A.Clark	Jackson Roadster	26.2s	25.0s

Event 6 – Free-for-all for gasoline cars

1	6	John B.Rose-Aloest	Corbin Roadster	22.0s	20.0s
2	24	R.A.Clark	Jackson Roadster	23.0s	31.8s
3	18	J.S.Coates	Coates Roadster	29.6s	30.8s

Held on the second day of the Old Home Week celebrations. The course was along Prospect Street from Thrall Park to Highland Avenue (although a later advert suggests this was Sussex Street Hill). Note that the event number refers to the event of the day – the events were run out of sequence, and not all were car races.

Briarcliff, NY

27th April 1908 - 240 miles (30 miles x 8 laps)

FP	#	Driver	Car	Time
1	4	Lewis Strang	Isotta 55	5:14:13.2, 45.828 mph
2	2	Emanuel Cedrino	Fiat 48	5:21:05.6
3	8	Guy Vaughn	Stearns 46	5:28:29.4
4	3	Herbert Lytle	Apperson 48	5:39:15.4
5	21	Morton Seymour	Simplex 52	8 laps
6	5	Frank Leland	Stearns 46	8 laps
7	1	Paul Sartori	Bianchi 41	5:53:45.6
8	11	Al Poole	Isotta 55	7 laps
9	19	Hugh Harding	Isotta 55	7 laps
10	13	Barney Oldfield	Stearns 46	7 laps
11	16	William Hilliard	Shawmut 36	7 laps
12	20	Erwin Bergdoll	Benz 44	7 laps
13	18	J.Bloch	Renault 52	7 laps
14	12	Montague Roberts	Thomas 44	7 laps
15	14	Maurice Bernin	Renault	7 laps
16	7	Harry Michener	Lozier 44	6 laps
17	15	George Robertson	Panhard 48	6 laps
18	22	William Watson	Simplex 52	5 laps
19	17	Ralph DePalma	Allen-Kingston 40	4 laps/accident/bent axle
20	9	Ralph Mulford	Lozier 44	4 laps/accident/wheel
21	10	Murphy	Matsa 30	3 laps/collapsed wheel
22	6	George P.Parker	Fiat 48	3 laps/cracked cylinder

N.B. – Cars started at 1 minute intervals. Strang led every lap.

Harrisburg Endurance Run, PA

4th-5th May 1908

#	Car	Entrant	Driver	Remarks
28	White	Walter White	Walter White	Perfect score. Won class A.
22	Mitchell	W.M.Cram	W.M.Cram	2 pts. Won class B.
8	Pullman	J.A.Kline	Stewart Lefven	6 pts. Won class C.
12	Pullman	C.C.Cumbler	C.C.Cumbler	Perfect score. Won class D.

The route went through Lebanon, Reading, Allentown, Bethlehem, Easton and Doylestown, ending at Philadelphia for the first day, and from Philadelphia to Norristown, Reading, Lancaster, Columbia, Marletta, Mt Joy, Elizabethtown and Middletown to Harrisburg for the second day. Eleven cars arrived at Philadelphia with perfect scores – they were J.S.Trego and H.G.Zimmerman, E.G.Irvine, J.A.Kline, Stuart Lafean, H.F.Rawll and Arthur Kempf, Walter Cram, S.Thorley and C.C.Crispen, A.Q.Jones, A.H.Bitner, R.H.Cronlager and Len Zengel, and Walter C.White.
The organising committee awarded the 1907 Board of Trade Cup to Mr White after the run. The reason for winning the previous years cup was that four cars tied for the cup in the previous year, and White beat them all this year. C.C.Cumbler won the President's Cup for the best individual score.

Kansas City Endurance Run, MO

16th-17th May 1908 – 145 miles

#	Car	Occupants	Remarks
1	White Steaner	H.E.Rooklidge, A.T.Bessert, L.I.Pearson	Perfect score.
2	Maxwell	W.S.Hathaway, Bert Stimpson, Charles Leaveuloska	Perfect score.
3	Corbin	H.J.Peltzer, Herman Peltzer, Lester Morgan, H.A.Portious	5 points (two for timing, one for a dead engine, two for adjustments)
5	Thomas	R.C.Greenlee, George Horne, R.L.Harvey, mechanic	Perfect score.
6	Reo Roadster	C.Mayhugh, George H.Carpenter, R.W.Wakefield, mechanic	Had three flat tyres between Kansas City and Lawrence. Did not return to judges stand.
7	Royal Tourist	Myron C.Albertson, Mrs M.C.Albertson, Mr & Mrs J.C.Clement, Miss Florence Scott, J.W.Tayler	Perfect score.
8	Stevens-Duryea	M.C.Nolan, John W.Taylor, Mr & Mrs George B.Longan Jr	Perfect score.
9	Franklin	A.B.Bell, J.G.Sheldon, J.H.Holsman, Dr B.T.Sharp	
10	Maxwell	Elliott H.Jones, Harry Hathaway, G.L.Mangson, Scarritt Jones, Russell Jones	3 hours late at finish.
11	Oldsmobile	Carl Simons, George H.Davis, J.P.Batchelor, Don Cole	Perfect score.
12	Packard	E.P.Moriarty, C.A.Kiger, Charles Merrill, Henry Fallet	Perfect score.
13	Pope-Hartford	William Hunter, Otto Holcker, A.M.Blake, Heine Holtzharen	Killed a dog in Lawrence. Perfect score.
14	Pierce Great Arrow	Forbes S.Dey, R.G.Simons, W.B.Johnson, Frank Frost, W.P.Pfaff	Perfect score.
15	Studebaker	W.M.Goodrich, Jack Markey, Thor Souborn, Earnest Turner	Perfect score.
17	Corbin	Fletcher Cowherd Jr, Harry Hargreaves, Webster Withers, J.W.McKecknie	Perfect score.
19	Franklin	Dr J.G.Sheldon, Dr P.T.Sharp, S.B.Bell Jr, J.A.Holsman	Perfect score.
20	Studebaker	W.L.Walls, M.C.Berkeley, Crawford M.James, J.W.Sauborn	Penalised, but the judges couldn't fully understand the observer's report.
21	Pennsylvania	G.T.Beahan, Mason Dean, John A.Ewing, mechanic	1 point for adjustment.
23	Premier	Edson S.Cowen, James Clenny, B.C.Christopher Jr, W.F.Schreiber	Perfect score.
25	Peerless	D.B.Munger, A.J.Welch, Mrs D.B.Munger, Mr & Mrs Lynn Banks	Perfect score.
26	Stevens-Duryea	James F.Moriarty, F.D.Ewing, C.A.Pearson, mechanic	Perfect score.
27	Mitchell	C.F.Dinklage, George Goldner, Mr & Mrs W.H.Gasland	3 points – replaced spark plug.
28	Pope-Hartford	H.F.Holzhaur, William Hunter, Otto Holcker, mechanic	Perfect score.
29	Stanley	Edmond Follonshoe, William Osborn,	Returned from Lawrence by mistake.

	Steamer	mechanic	
30	White Steamer	G.M.Gilson, Charles Hanson, mechanic	Perfect score.
32	Stoddard-Dayton	C.F.Mensing, L.A.Ettwein, A.B.Manard	Finished after 7pm due to tyre blow outs.
33	Pennsylvania	F.E.Foulke, George Whitcomb, J.G.Linegar, Frank Mitchell Jr	Penalised - time penalties
34	Knox	G.W.Bannry, J.H.Eubank	Penalised - time penalties
35	Reo	W.H.Garland, Wilkins Taylor, M.H.Dixon, Mrs E.Roddy	Reached Kansas City at midnight.

The cars went from Kansas City to Lawrence (KS), Baldwin, Ottawa and back to Kansas City. To ensure compliance with the 18 mph average speed, vehicles were penalised for arriving early at controls.
N.C.Albertson in a Royal Tourist was making up time lost repairing a puncture when he ran into a crowd of men on a corner in Baldwin. Two of them were knocked down, but neither received severe injury.
Numbers 1, 2 and 5 arrived in Kansas City together, but before they could reach the finish a man ran towards them and held his hand up to warn them not to pass the judges flag for twenty minutes, so that they wouldn't be penalised for arriving ahead of schedule.

Automobile Club of Hartford Endurance Run, CT

16th May 1908 – 174 miles (87 miles x 2 laps)

The event began at 7am when car #1, a Franklin 20 hp 4 cylinder car driven by Robert Ashwell started for Middletown, the site of the first control. There were forty-seven entrants, and they set off at intervals of two minutes. The course was rectangular, starting at the Allyn House in Hartford, and heading over mountainous stretches between Southington and Thomaston. The course was divided into six sections, with a maximum average speed of 25 mph to be maintained - any faster, and points were to be deducted. 18 cars finished with perfect scores. A Maxwell 2 cylinder was awarded the Dustin Cup for making the most consistent showing of the event.

Albany Hillclimb, NY

23rd May 1908

FP	#	Driver	Car	Time
Free Formula				
1		C.S. Ransom	Stevens-Duryea 6	0:00:53.2
2		Samuel Parsons	Stevens-Duryea 6	0:01:09.0
3		Joe Taylor	Fiat	0:01:09.6
4		W.H.Buckley	Thomas Flyer	0:01:10.4
5		Karl Isburgh	Stevens-Duryea Light 6	0:01:10.6
6		Parker Corning	Lozier	0:01:12.0
7		J.P.Randerson	Pierce-Arrow	0:01:23.0
6 Cyl, $6000 and over				
1		C.S.Ransom	Stevens-Duryea	0:00:55.0
2		G.Y.Lansing	Stevens-Duryea	0:01:01.6
3		Samuel Parsons	Stevens-Duryea	0:01:10.0
4		J.P.Randerson	Pierce-Arrow	0:01:12.0
5		Karl Isburgh	Stevens-Duryea	0:01:17.2

Porter Hill, Cincinnati , OH

23rd May 1908 - 0.45 miles hillclimb

FP	#	Driver	Car	Time
Class "E", Free Formula				
1		John J.Ryan	Stearns	0:00:31.8
2		Walter White	White Steamer	0:00:32.6
3		A.Hickenlooper	Pope-Hartford	0:00:52.8

N.B. - 78 entries for the whole event. White crashed after finishing, rolling avoiding the crowd - he broke his leg. A Ford Model S Roadster won its class as well.

Shingle Hill, New Haven, CT

27th May 1908 - 0.91 mile hillclimb

FP	#	Driver	Car	Time
Gasoline, under 201 cubic inches				
1		T.C.Walker	Ford	0:01:30.8
2		Lee	Buick	0:01:35.4
1 mile race - Gasoline, 201-400 cubic inches				
1		Billy Burke	Knox	0:01:12.2
2		Harry Tuttle	Stoddard-Dayton	0:01:17.2
1 mile race - Gasoline, 401-550 cubic inches				
1		David Bruce-Brown	Fiat	0:01:06.8
2		J.S.Joyce	Locomobile	0:01:15.2
Gasoline, over 550 cubic inches				
1		Halstead Swan	Stearns	0:01:07.6
2		J.S.Joyce	Locomobile	0:01:15.4
Free-Formula				
1		Halstead Swan	Stearns	0:01:10.0
2		Billy Burke	Knox	0:01:11.6

The meeting was run by the Yale Auto Club.

Denver, CO

30th May 1908 - 320 miles (32.0 miles x 10 laps)

Free Formula Race

FP	#	Driver	Car	Time
1		Linn Mathewson	Thomas-Detroit 40	8:25:39, 37.97mph
2		Albert H.DeGaston	Locomobile 45	9 laps
3		Al B.Clow	Colburn 30	8 laps/bent front axle
4		H.B.Eubanks	Studebaker 40	7 laps/out
5		G.A.Clarke	Great Smith 40	7 laps/magneto
6		C.Lovern	Thomas 60	5 laps/radiator leak/carburetor
7		Lew Sanford	Thomas 60	2 laps/cylinders
8		Harold Brinker	Colburn 40	2 laps/water pipe

The course ran over a course from Sand Creek to Barr and then Brighton. Seating capacity for 1500-2000 people was built on Sand Creek, with bridges repaired and strengthened, culverts rebuilt to make them level with the road, and twists in the road were straightened. Holding automobile races was a good way of getting the local roads up to a better standard!
A report in the Frederick News said that J.K.Hartman was also due to compete in this race, but that his wife took exception to this and gave him a large enough dose of morphine the night before that he slept right through the race.

Sport Hill, Easton, CT

30th May 1908 - hillclimb

FP	#	Driver	Car	Time
Class 1 - under $850				
1		Wright Pollard	Maxwell 12	0:02:05.4
2		Frank Dunnell	Ford	0:02:33.0
Class 2 - $850 to $1250				
1		T.C.Forbes	Overland 22	0:01:43.2
2		W.Lockwood	Reo 18	0:02:15.6
Class 3 - $1251 to $2000				
1		Bob Burman	Jackson 30	0:01:39.8
2		T.C.Forbes	Overland 22	0:01:46.0
3		A.L.Kull	Aerocar 30	0:01:57.8
4		K.R.Mansville	Palmer-Singer Skimabout	0:01:51.0

Class 4 – Gasoline Touring Cars, $2001 to $3000

1	Tiley		0:01:54.4

Class 5 - Runabouts, $2001 to $3000

1	Harry Tuttle	Stoddard-Dayton 36	0:01:29.0
2	William Bourque	Knox 30	0:01:32.0
3	Halstead Swan	Corbin 32	0:01:51.4
4	G.A.Jenkins	Pope-Hartford 30	0:02:15.4

Class 6 – $3001 to $4000

1	Harry Tuttle	Stoddard-Dayton 36	0:01:46.8

Class 7 - Over $4000

1	Al Poole	Isotta 52	0:01:20
2	C.F.Alcott	Stearns 30-60	0:01:23
3	Halstead Swan	Stearns 30-60	0:01:25
4	L.M.Travis	Stearns 30-60	0:01:26.2
5	Harry Tuttle	Stoddard-Dayton 36	0:01:29
6	Russell Lord	Peerless Six 57	0:01:33.2
7	C.E.Bedford	Stearns 30-60	0:01:37.6
8	W.Shay	Peerless Six 57	0:01:40.4

Class 8 - Amateur Drivers

1	K.W.McNeil	Stearns 30-60	0:01:20.6
2	James Doig	Stearns 30-60	0:01:22
3	Harry Tuttle	Stoddard-Dayton 36	0:01:22.6
4	Halstead Swan	Stearns 30-60	0:01:23.2
5	C.F.Alcott	Stearns 30-60	0:01:25
6	N.W.Bishop	Simplex 60-70	0:01:26.8
7	Russell Lord	Peerless Six 57	0:01:30.6
8	C.A.Phizenmeir	Locomobile 40	0:01:37.6

Class 9 - Free-Formula

1	Al Poole	Isotta 52	0:01:17
2	John Coffey	Columbia 29	0:01:19.8
3	N.W.Bishop	Simplex 60-70	0:01:20.6
4	Harry Tuttle	Stoddard-Dayton 36	0:01:21.4
5	C.F.Alcott	Stearns 30-60	0:01:22.4
6	Shortsleeve	Stearns 30-60	0:01:25
7	G.Etheridge	Isotta 50	0:01:32.4
8	Bob Burman	Jackson 29	0:01:36.8

Giants' Despair, Wilkes Barre, PA

30th May 1908 - 1.08 mile hillclimb

FP	#	Driver	Car	Time
Stock gasoline, under $850				
1	1	A.A.Jones	Ford 15	0:03:19.6, 19.54 mph
2	2	Charles Fleming	Maxwell 14	0:03:22.4
Stock gasoline, $851-$1250				
1	3	R.A.Jackson	Mitchell 20	0:04:02.6, 16.03 mph
Stock gasoline, $1251-$2000				
1	20	Len Zengle	Acme 28	0:02:45.4, 23.51 mph
2	7	Herbert Bitner	Rambler 30	0:04:08.2
	4	John Dower	Corbin 26	Scratched
	9	Tom Berger	Oldsmobile 35	Stalled at Devil's Elbow
Stock gasoline, $2001-$3000				
1	11	Arthur Miller	Stoddard-Dayton 45	0:02:14.4, 28.93 mph
2	19	Oliver Light	Thomas-Detroit 40	0:02:18.0
3	5	John Dower	Corbin 30	0:02:24.0
4	12	Len Zengel	Pennsylvania 50	0:02:29.8
5	10	Tom Berger	Oldsmobile 40	0:02:30.4
	8	Herbert Bitner	Rambler 32	Scratched
Gasoline/stock steam $2001-$3000				
1	19	Oliver Light	Thomas-Detroit 40	0:02:19.2, 27.93 mph
2	5	John Dower	Corbin 30	0:02:45.0
		Arthur Miller	Stoddard-Dayton 45	Scratched

Stock gasoline, $3001-$4000

1	15	S.H.Hancock	Stevens-Duryea 45	0:02:17.0, 28.38 mph

Stock gasoline, 4 cyl, over $4000

1	18	Charles Ward	Matheson 50	0:03:14.4, 20.00 mph
	17	Charles Hoffman	Stearns 30-60	Protested, did not start

Stock gasoline, 6 cyl, over $2500

1	16	Peter Robinson	Stevens-Duryea	0:01:52.0, 34.71 mph
2	22	Willie Haupt	Chadwick 50	0:01:59.6
3	15	S.H.Hancock	Stevens-Duryea	0:02:08.2
4	24	Deatrich	Matheson 50	0:02:38.2
	21	Len Zengle	Acme 45	Scratched
	25	Hugh Harding	Matheson 50	Scratched

Free-Formula

1	22	Willie Haupt	Chadwick 50	0:01:41.4, 38.34 mph
2	16	Peter Robinson	Stevens-Duryea 50	0:01:49.0
3	28	Fred Marriott	Stanley Steamer 30	0:01:57.6
4	27	Walter Harper	Stanley Steamer 30	0:01:59.6
5	6	John Dower	Corbin 35	0:02:11.2
6	19	Oliver Light	Thomas-Detroit	0:02:15.0
7	26	Charles Ward	Matheson 60	0:02:18.6
	11	Arthur Miller	Stoddard-Dayton 45	Scratched
	24	Deatrich	Matheson 50	Scratched
	25	Hugh Harding	Matheson 50	Scratched

Briarcliff Type Stockcars

1	John Dower	Corbin	0:02:02.4, 31.76 mph
2	Charles Hoffman	Stearns	0:02:04.6
3	S.H.Hancock	Stevens-Duryea	0:02:04.8
4	Gentile	Pennsylvania	0:02:13.0
5	Oliver Light	Thomas-Detroit	0:02:14.0
6	Len Zengel	Pennsylvania	0:02:17.2
7	Charles Ward	Matheson	0:02:52.0

Steam Vehicles

1	Fred Marriott	Stanley Steamer	0:01:56.0, 33.52 mph
2	Walter Harper	Stanley Steamer	0:02:01.8

Vehicles, $2,000 and under

1	William Longstreth	Maxwell	0:02:49.8, 22.90 mph
2	Tom Berger	Oldsmobile	0:03:14.0

Vehicles, over $2,000

1	Len Zengel	Pennsylvania	0:02:10.2, 29.86 mph

Pimlico, Baltimore, MD

30th May 1908 – 1 mile dirt oval.

FP	#	Driver	Car	Time	
5 miles (1 mile x 5 laps) - Stock $2000-$3000					
1		A.L.McCormick	Oldsmobile 36	0:06:12, 48.4 mph	
2		E.L.Leinbach	Moon 32	Did not finish	
10 miles (1 mile x 10 laps) - Stock chassis					
1		Robert Morton	Pullman 40	0:11:45.8, 51.01 mph	
2		Charles Kirkman	Pullman 30	10 laps	
3		E.L.Leinbach	Stearns 60	Out	
5 miles (1 mile x 5 laps) - Stock chassis, 40-60 hp					
1		E.L.Leinbach	Stearns 60	0:05:31.4, 54.31 mph	
10 miles (1 mile x 5 laps) - Free Formula Handicap					
1		E.L.Leinbach	Stearns 60	0:11:07.0	0 Handicap
2		Robert Morton	Pullman 40	10 laps	23 Handicap
3		A.L.McCormick	Oldsmobile 36	10 laps	45 Handicap
4		Charles Kirkman	Pullman 30	Out	
100 miles (1 mile x 100 laps) - Stripped stock chassis					
1		E.L.Leinbach	Stearns 60	2:00:47, 49.68 mph	
2		Robert Morton	Pullman 40	2:30:47	

3	Jerry Price	Acme 45	97 laps
4	A.W.Behrens	Maryland 28	83 laps
5	A.L.McCormick	Oldsmobile 36	80 laps
6	W.H.Kelly	Welch 50	Out

N.B. - Emanuel Cedrino (Fiat) was killed in practice on the 29th May. The front wheel collapsed, and the car flipped three times. Track was a dirt oval.

Agriculture Park, Los Angeles, CA

30th May 1908

FP	#	Driver	Car	Time
30 May - 50 miles (1.0 miles x 50 laps), Free formula				
1		Ralph Hamlin	Franklin 6	0:57:43, 51.98 mph
2		Dan Kuhl	Stearns	50 laps
3		Lester Patee	Cadillac	50 laps
		Frank Siefert	Stoddard-Dayton	38 laps/mechanical
		George Barnes	Haynes	15 laps/accident
30 May - 3.0 miles (1.0 miles x 3 laps), Runabout race				
1			Ford	0:03:32.6, 50.80 mph
2			Jackson	3 laps
30 May - 3.0 miles (1.0 miles x 3 laps), Touring Car race				
1			Tourist	0:04:05.2, 44.05 mph
2			Cartercar	3 laps
31 May - 1 mile Time Trial				
1		Frank Siefert	Stoddard-Dayton 6	0:01:02.8, 57.3 mph
2		Ralph Hamlin	Franklin 6	0:01:04
3		Dan Kuhl	Stearns	0:01:08
31 May - 100 miles (1.0 miles x 100 laps), Free formula				
1		Ralph Hamlin	Franklin 6	2:02:26.6, 49.002 mph
2		Dan Kuhl	Stearns	93 laps/accident
3		Harold Stone	Pullman	81 laps
4			Ford Runabout	78 laps
5		Bruce Aurandt	Tourist	76 laps/Did not finish
6		Lester Patee	Cadillac	72 laps/crankcase plug
7			Durocar	61 laps/Did not finish
8		Frank Siefert	Stoddard-Dayton 6	61 laps/Did not finish
9			Haynes	30 laps/Did not finish
10			Haynes	18 laps/Did not finish
11			Tourist	17 laps/Did not finish

N.B. - Dirt oval. Third day of racing on 1st June rained off. Kuhl's front tyre burst, causing him to crash through the fence. Kuhl suffered a broken leg and fractured skull, but his riding mechanic William Berrington only suffered minor injuries.

Ogden Fairgrounds, UT

30th May 1908

The Inter-Mountain Fair Association organised a Wild West Show on the fairgrounds, to be held in conjunction with a 10 mile automobile race and a 5 mile automobile race. The following cars were entered:

J.C.Jenson	Reo 20
Harold Peery	Stoddard-Dayton 20
D.A.Smyth	touring car 24
Joe Decker	touring car 24
B.B.Brooks	Reo 10
L.H.Becraft	Maxwell 14
Frank Babcock	Babcock Electric 10
Frank Cortez	Maxwell 14

On the morning of the race day, Deputy Sheriff Holmes arrested Louis Becraft for driving his car at high speed on the public road. Becraft claimed that arrangements had been made to protect the public and that he was trying out the car for the race. He was released, but was due in court the following Monday to answer the charges.
Unfortunately the results of the races don't seem to be known.

Also arranged for the same day was an automobile race from Ogden to Hot Springs, and twenty cars were entered. The roads were also upgraded especially for the race, and the plan was for there to be two classes, one for runabouts and one for touring cars. It isn't known if this race took place.

I San Francisco Dealers' Association Endurance Run, CA

30th May 1908 – 570 miles

#	Drivers	Car	Passengers	Comments
1	E.L.Peacock & A.E.Hunter	Mitchell	4	Perfect score
2	Frank Murray & Charles Howard	Buick	2	Perfect score
3	Max Rosenfeld	Peerless	5	Perfect score
4	H.E.Anthony	Stoddard-Dayton	3	Perfect score
5	F.J.Wiseman	Reo	2	Fuel pump out on lap 3
6	E.Callender & M.Cunningham	Franklin	4	Disqualified for taking gasoline out of control
7	R.G.Fowler & L.Travors	Pope-Hartford	4	Perfect score
8	J.H.Eagal	Studebaker	5	Perfect score
9	E.O.Renstrom	Pullman	4	Carburettor failed on lap 12
10	E.S.Martin & J.Skinner	Mitchell	2	Perfect score
11	Ray McDonald & Ed Mason	Tourist	4	Perfect score
12	Gus Boquet	Tourist	2	High speed plug burnt
14	D.E.Whitman	Rambler	3	Feed pump out
15	R.Rathbone & E.E.Bodge	Cadillac	4	Penalised 3.5 points/failed commutator spring
16	W.Morris	Autocar	2	Perfect score

Entrants had to complete 12 laps of a 47.5 mile course within 24 hours. The course started in San Leandro, going through Alvarado, Centerville, Irvington, turning at Warm Springs to Mission San Jose, Niles, Hayward and back to San Leandro.
Sol Levy was entered as number 13 with his Matheson, but withdrew as he didn't want to race under this number. E.S.Martin noticed a nail in one of his tyres too late to repair it, and had to start anyway. The Tourist of Gus Boquet started without its observer's card.

Seattle, WA

1st June 1908

FP	#	Driver	Car	Time
50 miles – Free-for-all				
R		Roy Rossman	Franklin	3 miles/accident

Rossman's accident was perhaps fatal. There were seven starters in this race.

100 miles				
1			Stearns	
R		A.E.Welte	Stearns	15 miles/accident

J.P.Keene, Welte's riding mechanic, fell out of the car in the 15th mile. Welte looked back to see what had happened, and then collided with the fence, turning the car over. Both received severe bruising.

Portland, OR

4th June 1908

FP	#	Driver	Car	Time
4 June - 102 miles (14.6 miles x 7 laps), Free formula				
1		Harry Bell	Studebaker	2:04:08, 49.49 mph
2		N.R.Cooper	Studebaker	2:18:47
3		Fred Dundee	White Steamer	2:29:59
4		William Slimmon	White Steamer	6 laps/out
5		H.O.Harrison	Oldsmobile	6 laps/cracked cylinder
6		W.T.Dodd	Thomas 60	4 laps/out

7	Murray Page	Locomobile	3 laps/out
8	Howard Covey	Cadillac	3 laps/tyres
9	William Wallace	Pope-Hartford	2 laps/out
10	Sam Christopherson	Stoddard-Dayton	1 laps/out
11	Howard Gill	Thomas 40	out

4 June - 58 miles (14.6 miles x 4 laps), $3000 and under

1	Howard Covey	Cadillac	1:13:20, 47.94 mph
2	William Slimmon	White Steamer	1:20:17
3	Harry Johansen	White Steamer	out
4	W.T.Dodd	Pope-Hartford	out
5	William Wallace	Stoddard-Dayton	out
6	C.B.Brown	Kissel Kar	out

Jamaica, Long Island, NY

5th June 1908

FP	#	Driver	Car	Time

5 June - 2 miles, Free formula

1	H.J.Kilpatrick	Hotchkiss	0:01:19.2, 90.90 mph
2	George Robertson	Fiat Cyclone	0:01:51.8
3	A.P.Hedrick	Pope-Hartford	0:01:59.8

5 June - 1 mile, Free formula

1	H.J.Kilpatrick	Hotchkiss	0:00:38.6, 93.26 mph
2	John Lang	Isotta	0:00:42.2
3	George Robertson	Fiat Cyclone	0:00:46.4
4	George P.Parker	Fiat	0:00:47.6
5	Wally Owen	American	0:00:58.8

5 June - 2 miles, 4 Cylinders, over $4000

1	Halstead Swan	Stearns	0:01:48, 66.66 mph
2	D.E.Farrell	Stearns	0:01:49
3	Caleb Bragg	DeDietrich	0:01:51
4	H.Johnson	Mercedes	0:01:54
5	James Doig	Stearns	0:01:55.2
6	Arthur Warren	Stearns	0:02:09.0

5 June - 1 mile, 4 Cylinders, over $4000

1	Caleb Bragg	DeDietrich	0:00:51.4, 70.03 mph
2	Halstead Swan	Stearns	0:00:52.8
3	D.E.Farrell	Stearns	0:00:52.8
4	H.Johnson	Mercedes	0:00:54.0
5	James Doig	Stearns	0:00:54.2

5 June - 2 miles, Gasoline Cars, $3001-4000

1	W.W.Burke	Mora	0:02:08.4, 56.05 mph
2	W.A.Woods	Cleveland	0:02:12.0
3	P.J.McDermott	Stevens-Duryea	0:02:16.0

5 June - 1 mile, Gasoline Cars, $3001-4000

1	T.F.Chesebrough	Thomas	0:00:57.2, 62.93 mph
2	P.J.McDermott	Stevens-Duryea	0:01:08
3	W.A.Woods	Cleveland	0:01:28.6

5 June - 2 miles, *Thompson Cup*

1	H.J.Kilpatrick	Hotchkiss	0:01:20.2, 90.25 mph
2	John Lang	Isotta	0:01:28.8
3	George P.Parker	Fiat	0:01:34
4	Wally Owen	American	0:01:40.8
5	Ralph DePalma	Allen-Kingston 40	0:01:45
6	Jack Rutherford	Peerless	0:01:56.2
7	H.E.Trevor	Mercedes	0:02:08.8

5 June - 1 mile, Disqualified cars

1	John Lang	Isotta	0:00:42.8, 84.11 mph
2	George P.Parker	Fiat	0:00:46.6
3	Wally Owen	American	0:00:52.0
4	Ralph DePalma	Allen-Kingston 40	0:00:52.6
5	H.E.Trevor	Mercedes	0:01:04.2

5 June - 2 miles, Gasoline Cars, $2001-3000

1	Len Zengel	Pennsylvania	0:01:53, 63.7 mph
2	Halstead Swan	Corbin	0:01:55.8
3	Robert Morton	Pullman	0:01:56.2
4	J.A.Kline	Pullman	0:02:08
5	Philip Hines	Pope-Hartford	0:02:08.6
6	Joe Kenny	Ford	0:02:10.8
7	D.D.Holmes	Midland	0:02:35.0
8	Wally Owen	Imperial	0:02:58.0

5 June - 1 mile. Gasoline Cars, $2001-3000

1	Len Zengel	Pennsylvania	0:00:55.0, 65.45 mph
2	Robert Morton	Pullman	0:00:56.8
3	Halstead Swan	Corbin	0:00:57.2
4	Philip Hines	Pope-Hartford	0:01:02.4
5	J.A.Kline	Pullman	0:01:03.6
6	Joe Kenny	Ford	0:01:05.0
7	Wally Owen	Imperial	0:01:08.2
8	D.D.Holmes	Midland	0:01:12.0

5 June - 2 miles, Gasoline Cars, $1251-2000

1	Cyrus Patschke	Acme	0:02:07.0, 56.69 mph
2	K.R.Mansville	Palmer-Singer	0:02:22.8
3	W.E.Shuttleworth	Haynes	0:02:23.0
4	J.D.Rourk	Cadillac	0:02:27.0
5	Bob Burman	Jackson	0:02:29.0
6	Ward Olney	Mitchell	0:02:31.0

5 June - 1 mile, Gasoline Cars, $1251-2000

1	Cyrus Patschke	Acme	0:01:03.6, 56.60 mph
2	K.R.Mansville	Palmer-Singer	0:01:07.6
3	W.E.Shuttleworth	Haynes	0:01:08.0
4	Ward Olney	Mitchell	0:01:12.2
5	J.D.Rourk	Cadillac	0:01:12.6

5 June - 2 miles, Gasoline Cars, under $1250

1	O.R.Delamater	Mitchell	0:02:32, 47.37 mph
2	C.P.Skinner	Mitchell	0:02:41.8
3	F.J.Nolte	Ford	0:03:33
4	R.J.Johnston	Ford	0:04:16

5 June - 1 mile, Gasoline Cars, under $1250

1	C.P.Skinner	Mitchell	0:01:16.2, 47.24 mph
2	O.R.Delamater	Mitchell	0:01:16.4
3	R.J.Johnston	Ford	0:01:30.2

5 June - 2 miles, 6 Cylinders, over $2500

1	C.F.Alcott	Stearns	0:01:36.6, 74.53 mph
2	E.F.Buchanan	Thomas	0:01:49.2
3	C.B.Rogers	Acme	0:01:52.4
4	Stephan Carouso	Hotchkiss	0:01:53.0
5	Louis Disbrow	Ford	0:02:00.6
6	W.W.Burke	Mora	0:02:24.2

5 June - 1 mile, 6 Cylinders, over $2500

1	C.F.Alcott	Stearns	0:00:45.0, 80.00 mph
2	E.F.Buchanan	Thomas	0:00:52.2
3	Stephan Carouso	Hotchkiss	0:00:58.4
4	Louis Disbrow	Ford	0:00:59.0
5	W.W.Burke	Mora	0:01:06.2

5 June - 2 miles, Stock chassis, 301-550 cubic inches

1	John Lang	Isotta	0:01:29.2, 80.71 mph
2	Edward Parker	Fiat	0:01:32.8
3	Morton Seymour	Simplex	0:01:44.6
4	A.Gentile	Pennsylvania	0:01:46.8
5	Len Zengel	Pennsylvania	0:01:55.0
6	A.P.Hedrick	Pope-Hartford	0:01:57.0

5 June - 1 mile, Stock Chassis, 301-550 cubic inches

1	Morton Seymour	Simplex	0:00:51.0, 70.59 mph
2	Len Zengel	Pennsylvania	0:00:51.2
3	Gimble	Pennsylvania	0:00:57.6

N.B. - Races were timed along Hillside Avenue. Similar to a modern drag race.

Dead Horse Hill, Worcester, MA

6 June 1908 - 1 mile hillclimb

FP	#	Driver	Car	Time
6 June - 1 mile, Gasoline cars, 60-75 hp				
1	7	Lee Lorimer	Thomas-Detroit	0:01:15, 48.0 mph
2	8	J.B.McKinney	Peerless	0:01:15.75
6 June - 1 mile, Gasoline Cars, 40-60 hp				
1	8	J.B.McKinney	Peerless 57	0:01:16
2	38	Morgan Kent	Stearns 60	0:01:16.4
3	7	Oliver Light	Thomas-Detroit	0:01:16.6
4	6	Lee Lorimer	Thomas-Detroit	0:01:20.4
6 June - 1 mile, Gasoline Cars, 24-40 hp				
1	4	S.H.Hancock	Stevens-Duryea	0:01:15
2	7	Lee Lorimer	Thomas-Detroit 40	0:01:17
3	6	Oliver Light	Thomas-Detroit 40	0:01:20.4
4	1	John Dower	Corbin 32	0:01:20.4
5	3	James Corbett	Corbin 32	0:01:20.8
6	28	William Bourque	Knox 30	0:01:23.6
7	17	F.E.Wing	Marmon 40	0:01:42
8	16	J.E.Hines	Marmon 40	0:01:49.2
9	15	Fred Allen	Wayne 32	0:02:00.4
10	20	John Miller	Stoddard-Dayton 35	Withdrew, accident
6 June - 1 mile, Gasoline Cars, 15-24 hp				
1	9	C.M.Stanley	Buick 22	0:01:49
2	12	John Pugh	Overland 22	0:02:42.8
6 June - 1 mile, Free-formula, Amateurs				
1	6	J.S.Harrington	Thomas-Detroit 40	0:01:18.4
2	8	John Snow	Peerless 57	0:01:18.8
3	17	F.E.Wing	Marmon 40	0:01:53
4	38	Morgan Kent	Stearns 60	0:02:31
6 June - 1 mile, Free-formula, all cars				
1	21	Leo Baldwin	Stanley Steamer 30	0:00:57.4
2	14	Willie Haupt	Chadwick 60	0:00:59
3	27	Harry Grant	Berliet 54	0:01:03.2
4	5	Peter Robinson	Stevens-Duryea 50	0:01:06.6
5	36	Charles Basle	Mercedes 90	0:01:07
6	24	John Coffey	Columbia 29	0:01:15
7	28	William Bourque	Knox 30	0:01:15
8	2	John Dower	Corbin 36	Flat tyre
6 June - 1 mile, Gasoline Stock, under $851				
1	19	Wright Pollard	Maxwell 14	0:02:13
2	25	H.Ernest Rogers	Ford 18	0:02:15
6 June - 1 mile, Gas Stock Cars, $851-$1250				
1	9	C.M.Stanley	Buick 22	0:01:40.4
2	30	F.F.Cameron	Cameron 21	0:01:45.4
6 June - 1 mile, Gas Stock Cars, $1251-$2000				
1	31	Edward B.Blakely	Jackson 35	0:01:53
2	18	L.S.Tyler	Maxwell 24	0:02:06
3	26	A.R.Miles	Selden 28	0:02:32
6 June - 1 mile, Free-Formula, Gasoline				
1	6	Lee Lorimer	Thomas-Detroit 40	0:01:17.2
2	1	John Dower	Corbin 32	0:01:19.2
6 June - 1 mile, Gasoline, $2001-$3000				
1	7	Lee Lorimer	Thomas-Detroit 40	0:01:15
2	6	Oliver Light	Thomas-Detroit 40	0:01:16.2
3	28	William Bourque	Knox 30	0:01:20.2
4	3	James Corbett	Corbin 32	0:01:22
5	1	John Dower	Corbin 32	0:01:22.2
6 June - 1 mile, Gasoline, $3001-$4000				
1	4	S.H.Hancock	Stevens-Duryea 36	0:01:15

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 2 29 Arthur Andrews         American Roadster 44         0:01:19.6
 3 17 F.E.Wing               Marmon 40                    0:01:41.2
 4 16 J.E.Hines              Marmon 40                    0:01:49.2

6 June - 1 mile, Gasoline, over $4000
 1  8 J.B.McKinney           Peerless 57                  0:01:16.2

6 June - 1 mile, Record Trial, All Types
 1 14 Willie Haupt           Chadwick 60                  0:01:00
 2 27 Harry Grant            Berliet 54                   0:01:03.6
 3 36 Charles Basle          Mercedes 90                  0:01:04.2
 4  5 Peter Robinson         Stevens-Duryea 50            0:01:05.4
 5  2 John Dower             Corbin 36                    0:01:10.4

6 June - 1 mile, Free-Formula, Exhibition
 1 21 Leo Baldwin            Stanley Steamer 30           0:00:55.6
 2 14 Willie Haupt           Chadwick 60                  0:00:55.6
 3 27 Harry Grant            Berliet 54                   0:01:02.4
 4 22 Fred Marriott          Stanley Steamer 30           0:01:19.4
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Automobile Club of Kansas City Endurance Run, MO

7th-8th June 1908 – 301.7 miles

Ps	#	Entrant	Car	Observer	Pts/Remarks
1	4	Carl J.Simons	Oldsmobile	D.E.Gudgel	840
2	3	J.F.Moriarty	Stevens-Duryea	F.E.Lott	795
3	8	W.S.Hathaway	Maxwell	B.J.Fradenburg	770
4	7	H.Holshauer	Pope-Hartford	R.L.Kidner	696
5	2	H.F.Rooklidge	White steamer	W.H.Garland	205
6	9	M.C.Nolan	Stevens-Duryea	E.S.Cowen	175
7	5	F.R.Sanborne	Stanley steamer	Grant W.Kenney	No score
-	10	W.L.Walls	Studebaker	J.W.McKecknie	No score
-	6	F.Cowherd Jr	Corbin	C.F.Mensing	Returned from Lawrence
-	1	R.C.Greenlease	Thomas	G.H.Davis	Cancelled

This was a Sealed Bonnet endurance run, taking the contestants from Kansas City to North Topeka (KS), south to Ottawa and then back to Kansas City. The first car started from Fifteenth Street and the Paseo at 7am, with subsequent cars leaving at 4 minute intervals. All cars were credited with 1000 pts at the beginning, and competed for a cup offered by the Automobile Club. Several entrants said that they would protest against the committee's decisions after the results were declared.

Point Breeze, Philadelphia, PA

13th June 1908

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FP  # Driver                Car                          Time

1 mile (1 mile x 1 lap), Gasoline, under $850
 1    Ed Wilkie             Buick 18                     0:01:34, 38.3 mph
 2    J.F.Graham            Ford 18                      0:01:37.6
 3    William David         Maxwell 14                   0:01:44.4

3 miles (1 mile x 3 laps), Gasoline, $850-$1250
 1    Ed Wilkie             Buick 18                     0:04:24.2, 40.88 mph
 2    William Freitag       Mitchell 20                  0:05:01.2

5 miles (1 mile x 5 laps), Gasoline, $2001-$3000
 1    Robert Morton         Pullman 40                   0:06:17, 47.7 mph
 2    Charles Kirkman       Pullman 33                   5 laps
 3    Jack Harkins          Thomas-Detroit 40            5 laps

5 miles (1 mile x 5 laps), Gasoline, $1251-$2000
 1    William Freitag       Mitchell 35                  0:07:21, 40.8 mph
 2    William David         Maxwell 24                   5 laps

5 miles (1 mile x 5 laps), Match Race
 1    Len Zengel            Pennsylvania 50              0:06:27, 46.5 mph
 2    H.A.Van Tyne          Garford 40                   5 laps
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10 miles (1 mile x 10 laps), Gasoline, $2001-$3000

1	Robert Morton	Pullman 40	0:12:27.6, 48.1 mph
2	Charles Kirkman	Pullman 33	10 laps
3	Joseph Brown	Autocar 28	10 laps

10 miles (1 mile x 10 laps), Gasoline, over $4000

1	Charles Howard	Thomas 70	0:12:00.4, 49.97 mph
2	Wally Owen	American 50	0:12:00.8

50 miles (1 mile x 50 laps), Free formula

1	E.H.Frase	Autocar 28	1:06:51, 44.88 mph
2	Joseph Brown	Autocar 28	50 laps
3	Frank Yerger	Studebaker 30	50 laps
4	Wally Owen	American 50	50 laps
	Robert Morton	Pullman	DNF

1 mile Time Trials

1	Len Zengel	Pennsylvania 50	0:01:10, 51.4 mph
2	Charles Howard	Thomas 70	0:01:16
3	H.A.Van Tyne	Garford 40	0:01:18
4	J.Robinson	Jackson 30	0:01:27

Sport Hill, Cleveland, OH

13th June 1908 - 0.7 mile hillclimb

FP	#	Driver	Car	Time
Stock cars, $850 and under				
1		L.E.Marley	Ford	0:01:28.4, 28.51 mph
Stock and Runabouts, $850-$1250				
1		C.P.Brockway	Overland	0:01:17.6, 32.47 mph
Touring Cars, $850-$1250				
1		C.D.Paxton	Jackson	0:01:52.0, 22.50 mph
Stock and Runabouts, $1250-$2000				
1		C.D.Paxton	Jackson	0:00:55.8, 45.16 mph
Stock and Runabouts, $2001-$3000				
1		Arthur Miller	Stoddard-Dayton	0:00:50.4, 50.00 mph
2		W.A.Bourke	Knox	0:00:55.7
3		C.D.Paxton	Jackson	0:00:56.4
4		A.C.Miller	Stoddard-Dayton	0:00:59.2
Electric Vehicles, under $2000				
1		W.F.Plastine	Columbus Electric	0:01:15.0, 33.60 mph
2		E.Gruenfeldt	Baker Electric	0:01:33.9
3		Fred Peck	Babcock Electric	0:01:34.5
Electric Vehicles, over $2000				
1		E.Gruenfeldt	Baker Electric	0:01:00.7, 41.52 mph
6 Cylinder Vehicles				
1		Willie Haupt	Chadwick	0:00:41.0, 61.46 mph
Stock Cars, 1432-2204 lbs				
1		A.C.Miller	Stoddard-Dayton	0:00:46.8, 53.85 mph
2		W.A.Bourke	Knox	0:00:51.1
3		C.D.Paxton	Jackson	0:00:53.5
Stock Cars, Over 2204 lbs				
1		Willie Haupt	Chadwick	0:00:41.2, 61.16 mph
Free-Formula				
1		Willie Haupt	Chadwick	0:00:42.9, 58.74 mph
2		A.C.Miller	Stoddard-Dayton	0:00:45.7
3		C.D.Paxton	Jackson	0:00:50.6
4		Joe Matson	Corbin	0:00:50.8
5		W.A.Bourke	Knox	0:00:52.7

Hill climb record attempt

1	Willie Haupt	Chadwick	0:00:36.0, 70.00 mph

Washington Times Reliability Run, DC

13th June 1908 – 154 miles

A Ford and a Buick tied at the end of this on 2 penalty points each, the Buick driven by S.A.Buttrell. The judges of the event ordered a run-off to settle the tie, but the Ford declined - the prize was awarded to the Buick.

Indianapolis Sealed Bonnet Contest, IN

14th June 1908 – 138 miles

Only snippets about this event can be found. A Haynes and a Buick got a perfect score.

Hyde Park, Readville, MA

17th June 1908

FP	#	Driver	Car	Time
5 miles (1 mile x 5 laps) - FFA, Gasoline Stock, Heat 1				
1		Barney Oldfield	Stearns 57	0:05:23, 55.2 mph
2		Ralph DePalma	Allen-Kingston 40	5 laps
5 miles (1 mile x 5 laps) - FFA, Gasoline Stock, Heat 2				
1		Lee Lorimer	Thomas-Detroit 40	0:05:31.4, 54.3 mph
2		F.E.Wing	Marmon 40	5 laps
5 miles (1 mile x 5 laps) - FFA, Gasoline Stock, Heat 3				
1		Ralph DePalma	Allen-Kingston 40	0:05:23.8, 55.6 mph
2		Barney Oldfield	Stearns 57	5 laps
3		Lee Lorimer	Thomas-Detroit 40	5 laps
5 miles (1 mile x 5 laps) - Stripped chassis, Heat 1				
1		Ralph DePalma	Allen-Kingston 40	0:05:13, 57.5 mph
2		Barney Oldfield	Stearns 57	5 laps
3		Joe Matson	Corbin 32	5 laps
5 miles (1 mile x 5 laps) - Stripped chassis, Heat 2				
1		Harry Grant	Berliet 45	0:05:19.2, 56.4 mph
2		Ralph DePalma	Allen-Kingston 40	5 laps
3		Arthur Andrews	American 44	5 laps
20 miles (1 mile x 20 laps) - Stripped chassis, Heat 3				
1		Harry Grant	Berliet 45	0:20:28.2, 58.62 mph
2		Ralph DePalma	Allen-Kingston 40	20 laps
3		Lee Lorimer	Thomas-Detroit 40	20 laps
20 miles (1 mile x 20 laps) - 40 hp and under				
1		Lee Lorimer	Thomas-Detroit 40	0:21:56.4, 54.69 mph
2		J.S.Snyder	Oldsmobile 36	20 laps
5 miles (1 mile x 5 laps) - Free-Formula Handicap				
1		Harry Grant	Berliet 45	0:04:59.2, 60.2 mph
2		Ralph DePalma	Allen-Kingston 40	5 laps
3		Lee Lorimer	Thomas-Detroit 40	5 laps
4		Arthur Andrews	American 44	5 laps

Handicaps - De Palma, 0 feet. Lorimer, 100 feet. Grant, 700 feet. Andrews, 3200 feet.

1 mile Time Trial			
1	Morton Seymour	Christie	0:00:56.6, 63.6 mph
2	Charles Basle	Mercedes 90	0:00:58.0

Atlanta-Macon-Atlanta Endurance Run, GA

18th-19th June 1908

FP	#	Driver	Car	Time
	2	George Salzman	Thomas Detroit 40	perfect score
	3	H.J.Lemar Jr	Oldsmobile	perfect score
	5	M.C.Huie	Ford runabout	perfect score
	8	J.W.Mangum	Maxwell	perfect score
	10	C.H.Johnson	Stevens-Duryea	perfect score
	11	J.L.Richards	Ford runabout	perfect score
	12	R.D.Lambert	White steamer	perfect score
	13	O.R.Almand	Stearns	perfect score
		C.O.Summers	Haynes	leaky fuel tank
			Maxwell	leaky fuel tank
			Brush runabout	broke seal to get water from fuel
		G.D.Rhodes	Peerless	
	6	John Aldridge	Grant	stuck in mud near Jonesboro
		J.H.Smith	Pope-Hartford	

Oakland-San Jose Women's Endurance and Economy Run, CA

20th June 1908

The event was open to any woman driver from San Francisco or Oakland, and only women were allowed to be in the competing cars. Touring cars had to contain four or five passengers, runabouts two or three. The start was from the White garage, 538 Seventeenth Street between Telegraph and San Pablo avenues, Oakland to the Letcher garage, First Street near St James Park, San Jose. Contestants had a time limit of 3 hours maximum, with a start time of 10am. A trophy was to be awarded to the woman making the best score from an economical standpoint, as to gas and oil and arriving at San Jose nearest to time limit set.
The event was postponed until August owing to the illness of Mrs Frederick J.Lisz, president of the California Women's Automobile Club.

Skippack Hill, Norristown, PA

27th June 1908 - 1.19 mile hillclimb

FP	#	Driver	Car	Time
Gasoline stock, under $851				
1		Charles Mann	Buick 18	0:02:16.2, 31.45 mph
2		J.F.Graham	Ford 18	0:02:23.0
3		R.S.Heebner	Ford 18	0:02:35.6
4		J.K.Lewis	Buick 18	0:02:58.0
5		B.Applegate	Buggy runabout	0:03:40.2
Gasoline Stock, $851-$1250				
1		C.P.Brockway	Overland 24	0:02:11.0, 32.70 mph
2		Charles Mann	Buick 18	0:02:16.6
3		B.F.Stritzinger	Mitchell 20	0:02:31.0
4		Harry Greenwood	Reo 20	0:02:38.2
5		H.W.Trump	Auburn 22	0:02:44.0
Gasoline Stock, $1251-$2000				
1		W.J.Hays	Jackson 35	0:01:53.0, 37.91 mph
2		C.P.Brockway	Overland 24	0:02:05.6
3		Tom Berger	Oldsmobile 35	0:02:15.0
4		B.F.Stritzinger	Mitchell 35	0:02:26.0
Gasoline Stock, $2001-$3000				
1		Len Zengel	Pennsylvania 50	0:01:36.0, 44.63 mph
2		Arthur Miller	Stoddard-Dayton 45	0:01:38.4
3		W.J.Hays	Jackson 35	0:01:41.4
4		John Coffey	Columbia 29	0:01:46.2
5		L.C.Brock	Ford 40	0:01:54.0
6		T.M.Twining	Crawford 50	0:02:05.0
7		R.H.Morris	Acme 30	0:02:07.2
8		T.M.Twining	Crawford 40	0:02:47.2
9		R.S.Crawford	Crawford 40	0:03:57.6
		William Bourque	Knox 30	0:01:33.6 - Disqualified

	J.E.Lee	Cadillac 30	stalled

Gasoline Stock, $3001-$4000

1	Len Zengel	Pennsylvania 50	0:01:36.4, 44.44 mph
2	Arthur Miller	Stoddard-Dayton 45	0:01:38.6
3	Alan Wood	Pope-Toledo 40	0:02:10.0

Gasoline Stock, over $4000

1	William Bourque	Knox 30	0:01:33.0, 46.06 mph
2	Charles Swain	Apperson 55	0:01:37.0
3	George Davis	Apperson 55	0:01:38.6
4	Harry Goodin	Stearns 60	0:01:40.6
5	Joe Parkin	Parkin 60	0:01:48.0
6	Fred Betz	Stearns 60	0:01:48.8

Gasoline - Free-Formula, flying start

1	Willie Haupt	Chadwick 50	0:01:01.0, 70.23 mph
2	William Bourque	Knox 30	0:01:15.8
3	Al Denison	Knox 48	0:01:16.0
4	Arthur Miller	Stoddard-Dayton 45	0:01:18.0
5	Joe Parkin, Jr	Parkin 60	0:01:18.6
6	Hugh Harding	Matheson 60	0:01:19.6
7	Len Zengel	Pennsylvania 50	0:01:20.0
8	Harry Goodin	Stearns 60	0:01:21.0
9	Tom Berger	Oldsmobile 40	0:01:21.6
10	John Coffey	Columbia 29	0:01:23.0
11	Charles Swain	Apperson 55	0:01:25.0
12	George Davis	Apperson 55	0:01:27.0
13	A.A.Jones	Ford 15	0:01:50.0

All Types - Free-Formula, flying start

1	Willie Haupt	Chadwick 50	0:00:57.4, 74.63 mph
2	Al Denison	Knox 48	0:01:13.4
3	Joe Parkin, Jr	Knox 48	0:01:16.0
4	Harry Goodin	Stearns 60	0:01:16.0
5	William Bourque	Knox 30	0:01:16.4
6	Arthur Miller	Stoddard-Dayton 45	0:01:17.0
7	Len Zengel	Pennsylvania 50	0:01:18.4
8	Hugh Harding	Matheson 60	0:01:20.0
9	Tom Berger	Oldsmobile 40	0:01:22.2
10	George Davis	Apperson 55	0:01:23.6
11	Charles Swain	Apperson 55	0:01:24.0
12	J.Jones	Jones-Corbin 50	0:01:52.0

Dodson Hillclimb, MO

27th June 1908 – 0.5 miles

Event 1 – Runabouts costing up to $850

1	S.H.Hasterlay	Ford	0:01:30
2	J.A.Bolsman	Maxwell	0:01:56
3	Harry Hathaway	Maxwell	0:02:19

Event 2 – Runabouts costing $851-$1250

1	George Gibson	Reo 20	0:01:30.2
2	E.L.Weiser	Buick	0:01:31.2
3	William Hiatt	Buick	0:01:52.2
4	G.M.Breed	Buick	0:02:46.0

Event 3 – Runabouts costing $1251-$2000

1	E.Mason	Stoddard-Dayton	0:01:31.2
2	W.S.Hathaway	Maxwell	0:01:32.2
3	Charles Lavendoski	Maxwell	0:01:39.4

Event 4 – Runabouts costing $2001-$3000

1	A.O.Brooks	Stoddard-Dayton	0:01:06.4
2	Gordon T.Beaham	Pennsylvania	0:01:34.8

Event 5 – Runabouts costing more than $3000

No entries

Event 6 – Touring cars costing up to $2000

1	J.C.Powlesson	Jackson	0:01:20.4
2	C.J.Corkhill	Oldsmobile	0:01:14.0

3	Charles Lavendoski	Maxwell	0:01:41.0
4	J.P.Ledridge	Great Western	0:01:45.6
5	Harry Hathaway	Maxwell	0:02:16.4

Event 7 – Touring cars costing $2001-$3000

1	E.L.Wriant	Buick	0:01:13.5
2	Don Cole	Oldsmobile	0:01:15.0
3	H.Holzhauer	Pope-Hartford	0:01:17.0
4	Joseph Matson	Corbin	0:01:17.2
5	Gordon T.Beaham	Pennsylvania	0:01:47.0
NS	Fletcher Cowherd Jr	Corbin	hit a Stanley Steamer in practice

Event 8 – Touring cars costing over $3000

No entries

Event 9 - Free-For-All

1	A.O.Brooks	Stoddard-Dayton	0:00:59.6
2	Don Cole	Oldsmobile	0:01:07.0
=	R.C.Greenlease	Thomas Flyer	0:01:07.0
4	L.Scott	Stanley Steamer	0:01:09.2
5	E.L.Weiser	Buick	0:01:18.4
6	O.W.Hiatt	Buick	0:01:19.2
7	Charles Lavendoski	Maxwell	0:01:20.2
8	G.M.Breed	Buick	0:01:30.4
9	W.S.Hathaway	Maxwell	0:01:53.2
10	Joseph Matson	Corbin	0:02:54.0, but rubber in carbs.
R	Joseph Matson	Corbin	1st attempt. Didn't turn on gasoline.

Event 10 – Free-for-all, runabouts driven by private entries

No entries

Event 11 – Free-for-all, touring car drivers driven by private entries

No entries

Event 12 – Run-off

1	R.C.Greenlease	Thomas Flyer	0:01:08.0
2	Don Cole	Oldsmobile	0:01:11.0

Demonstration Run

		Detroit Electric "Victoria"	0:02:35.0

Run by the Kansas City Automobile Club. A man with a long beard insisted on driving up the road in a buggy while the event was in progress. When stopped by the guards, the man declared "I'm a rural mail carrier and you can't stop me. If you don't let me go I'll have the law on the whole lot of you." The event was stopped for several minutes until the man passed through.

Wildwood, NJ

4th July 1908 - 1 mile street sprint

FP	#	Driver	Car	Time
Gasoline, under $1250				
1		Ed Wilkie	Buick 18	0:01:28.2, 40.82 mph
2		Walter Cram	Mitchell 24	0:01:28.4
3			Overland 24	0:01:28.4
Gasoline, $1250-$2000				
1		Walter Cram	Mitchell 24	0:01:33, 38.71 mph
2		Ford	Overland 24	0:01:35.8
Gasoline, $3001-$4000				
1		William Mullen	Thomas 40	0:01:40.4, 35.86 mph
2		Magraw	Thomas 40	Finished
3		Sprankle	Premier 45	Finished
Gasoline, over $4000				
1		Paul Schill	Fiat 120	0:00:53.2, 67.67 mph
2		Charles Swain	Apperson 48	0:01:01.4
3		Harry Goodin	Stearns 50	Finished
Gasoline, 6 cylinders				
1		Nordell	Chadwick 80	0:01:00, 60.0 mph
2		Joe Parkin	Parkin 40	0:01:01.2

Free-Formula

1	Paul Schill	Fiat 120	0:00:49.8, 72.3 mph
2	Joe Parkin	Parkin 40	0:00:58.8
3	Julian Brown	Chalmers-Detroit 40	Finished

Gasoline, $2001-$3000

1	William Mullen	Thomas 40	0:01:02.0, 58.1 mph
2	Len Zengel	Pennsylvania 30	Finished
3	George Davis	Apperson 24-30	Finished
4	Frank Lescault	S.P.O.	Withdrew

N.B. - Lescault protested competitors who did not have fenders. The protest was disallowed, and Lescault withdrew.

Free-Formula Time Trial

Paul Schill	Fiat 120	0:00:42.6, 84.5 mph
Paul Schill	Fiat 120	0:00:44.6
Paul Schill	Fiat 120	0:00:45.4
Willie Haupt	Chadwick 50	0:00:43.4, 82.9 mph
Willie Haupt	Chadwick 50	0:00:43.8
Willie Haupt	Chadwick 50	0:00:45.8
Julian Brown	Chalmers-Detroit 40	0:00:51.4, 70.2 mph
Charles Swain	Apperson 45	0:00:52.4, 68.7 mph
Joe Parkin	Parkin 40	0:00:53.0, 67.9 mph
Magraw	Thomas 40	0:00:55.6, 64.7 mph
George Davis	Apperson 24-30	0:01:01.2, 58.8 mph
Ed Wilkie	Buick 18	0:01:06.6, 54.0 mph
W.A.Woods	Cleveland 40	0:01:13.6, 48.9 mph

Elm Ridge, Kansas City, MO

4th July 1908

FP	#	Driver	Car	Time
3 miles (1 mile x 3 laps). Runabouts, under $1201				
1		G.Breed	Buick 18	0:04:10, 43.2 mph
2		O.W.Hiatt	Buick 18	3 laps
3		C.H.Apple	Ford 18	3 laps
4		George Gibson	Reo 18	3 laps
5		Harry Hathaway	Maxwell 14	2 laps/Out
5 miles (1 mile x 5 laps). Roadsters, over $1200				
1		A.O.Brooks	Stoddard-Dayton 40	0:07:37.2, 39.4 mph
2		Charles Leverdoske	Maxwell 24	5 laps
3		E.Nason	Stoddard-Dayton 18	5 laps
10 miles (1 mile x 10 laps). Free-Formula, aggregate of 2 heats				
1		Joe Matson	Corbin 30	0:10:41, 56.2 mph
2		H.Holzhauer	Pope-Hartford 30	10 laps
3		Charles Leverdoske	Maxwell 24	10 laps
4		R.C.Greenlease	Thomas 60	10 laps
5		H.Hargraves	Corbin 30	DNF
6		Alfred Dale	Acme	DNF
1 mile Time Trial				
1		Joe Matson	Corbin 30	0:01:01.6, 58.4 mph
2		A.O.Brooks	Stoddard-Dayton 40	0:01:04.6
3		H.Hargraves	Corbin 30	0:01:05.0
4		H.Holzhauer	Pope-Hartford 30	0:01:07.0

Elkwood/Monmouth Park, Long Branch, NJ

4th July 1908

FP	#	Driver	Car	Time
5 miles (1 mile x 5 laps) - Stripped Stock Chassis				
1		Ralph DePalma	Allen-Kingston 40	0:05:25.8, 55.25 mph
2		Stewart Elliott	American	0:05:31.4
3		Arthur Warren	Stearns 6	0:05:38.4

4	Al Poole	Isotta	1 laps/lost right-rear tyre

10 miles (1 mile x 10 laps) - Amateur drivers

1	Stewart Elliott	American 50	0:10:53.0, 55.13 mph
2	James Doig	Stearns 30	0:11:07.4
3	Thomas Scully	Packard 30	0:11:42.6
4	W.B.Anderson	Welch 50	10 laps

50 miles (1 mile x 50 laps) - Free-Formula

1	Ralph DePalma	Allen-Kingston 40	0:55:59.6, 53.58 mph
2	Harry Michener	Lozier	0:59:02.0, 47 laps
3	G.Frewin	Welch	44 laps/flagged
4	Al Bellows	Renault	17 laps/accident
5	Arthur Warren	Stearns	12 laps/accident
6	C.E.Fisher	Autocar	12 laps/accident
7	Stewart Elliott	American	9 laps/ignition

1 mile Time Trial

	Morton Seymour	Christie	0:00:57.2, 62.9 mph
	Ralph DePalma	Allen-Kingston 40	0:01:01.4

100 miles (1 mile x 100 laps) - Free-Formula

1	Al Poole	Isotta 60	2:10:26.8, 45.996 mph
2	Ralph DePalma	Allen-Kingston 40	2:12:38.0
3	Harry Michener	Lozier 45	93 laps
4	Felix Prossen	Bianchi 40	88 laps
5	Jerry Price	Acme 45	82 laps
6	I.M.Appercu	Cadillac	77 laps
7	Ed Von Kathergill	Pope-Toledo 50	70 laps
8	Stewart Elliott	American 50	29 laps/out

Anthon, IA

4th July 1908

FP	#	Driver	Car	Time
1				
2				
3		Dr C.F.Thompson		

There were over 12 entries in this event.

Rock Valley Fairgrounds, IA

4th July 1908

FP	#	Driver	Car	Time
1		J.C.?		
2		Dr Frank Huizenga		
3		J.A.Parkinson		

Nevada State Fairgrounds, Reno, NV

5th July 1908 – 5 miles, $100 purse

FP	#	Driver	Car	Time
1		Louis Rebory	Dorris	0:08:08
2			Pierce Arrow	
3			Great Smith	

The race was organised by the Eagle Lodge of Reno.

V Annual Glidden Tour of the American Automobile Association

9th-24th July 1908 - 1669.7 miles

Entrants, Glidden Trophy

Pos	Car	Driver	Representing	Remarks
1	Pierce 6 Great Arrow	Teddy Dey	Buffalo Automobile Club, Team 1	
2	Pierce 6 Great Arrow	Archie Hughes	Buffalo Automobile Club, Team 1	
3	Pierce 6 Great Arrow	J.W.Maguire	Buffalo Automobile Club, Team 1	
4	Reo		Buffalo Automobile Club, Team 2	
5	Peerless		Columbus Automobile Club	Charley Burman was driving one of the Columbus cars.
6	Peerless		Columbus Automobile Club	
7	Peerless		Columbus Automobile Club	
8	Premier		Buffalo Automobile Club, Team 2	
9	Premier		Buffalo Automobile Club, Team 2	
10	Gaeth		Rochester Automobile Club, Team 2	
11	Thomas	Gus Buse	Rochester Automobile Club, Team 2	
12	Franklin		Syracuse Automobile Club	
13	Franklin		Syracuse Automobile Club	
14	Franklin		Syracuse Automobile Club	
15	Rainier	Mrs Andrew Cuneo	Chicago Automobile Club, Team 2	
16	Stevens-Duryea			
17	Stevens-Duryea			
18	Gabriel Horn Car			
19	Haynes	Frank Nutt	Chicago Automobile Club, Team 1	
20	Haynes		Chicago Automobile Club, Team 1	
21	Marmon	Frank E.Wing	Bay State Automobile Club	
22	Marmon		Bay State Automobile Club	Either 22 or 23 was driven by W.C.Marmon.
23	Marmon		Bay State Automobile Club	
24	Studebaker		Rochester Automobile Club, Team 1	
25	Studebaker		Rochester Automobile Club, Team 1	
26	Studebaker		Rochester Automobile Club, Team 1	
27	Oakland		Chicago Automobile Club, Team 2	
28	Oakland		Chicago Automobile Club, Team 2	
29	Garford		Cleveland Automobile Club	
30	Garford		Cleveland Automobile Club	
31	Garford		Cleveland Automobile Club	
32	Selden		Rochester Automobile Club, Team 2	Disqualified.
33	Oldsmobile		Chicago Automobile Club, Team 1	

Entrants, Hower Trophy for Runabouts

Pos	Car	Driver	Remarks
100	Pierce Great Arrow		
101	Reo		
102	Moline		
103	Pierce Great Arrow		
104	Premier Roadster	George Weedly	
105	Gearless	John Brayfoyle	Hit telegraph pole, out.

106	Franklin		
107	Stoddard Dayton		
108	Overland		
109	Stoddard Dayton		
110	Overland		
111	Overland		
112	Stoddard Dayton		
113	Gyroscope	Chris White	

Official and Press Cars

Pos	Car	Driver	Remarks
33	Studebaker		
34	Packard	Tom Petch	Press Car
96	Packard		Red Cross Car
97	Reo 20 hp	Ray Owen	Confetti Car
98	Premier 40 hp	Dai Lewis	Pilot Car
99	Pierce Great Arrow		Carried Mr Hower and Mr Glidden
	Maxwell 20 hp	J.Schreyer	Pathfinder
	Locomobile		Carried Fisk tyres.

Tour began July 9th at Buffalo and ended July 24th at Saratoga. There were four classes based on price: Class A for cars valued at $3500 and over. Class B for cars valued at $2500-$3500. Class C for cars valued at $1500-$2500. Class D for cars valued below $1500. The running times allowed for each class were different, and an observer put in each car.

9th July: Buffalo-Cambridge Springs, PA – 117 miles
The event was due to start at 7am, but the start was delayed to 10am due to a banquet the night before where a lot of drink and food was consumed. There were 55 cars starting the event, with 43 of them competing for the trophies. There were also 10 teams of three cars each, each team representing an automobile club. There was a 5 hour 52 minute time limit to cover the distance in.
There was one accident on the first day, which put John Brayfoyle's Gearless out of the event – he hit a telegraph pole near Westport.

12th July: Bedford Springs, PA.
Frank Nutt needed an extra pin for his Haynes, resulting in a one point penalty. The Bay State, Columbus, Syracuse, both Buffalo and Rochester teams still had perfect scores. Despite the fact that the allowed times between controls were shorter than previous years, the cars were completing them with time to spare.

13th July: Bedford Springs-Harrisburg, PA
The Syracuse Auto Club lost its perfect score after one of the Franklins suffered a loosened spring and was penalised 60 points. The second Rochester team also lost its perfect score after the Selden was disqualified for using a part that was not on its inventory list. In the Hower Trophy, a Moline and two Overlands were penalised, and Mrs Shirley withdrew.

14th July: Harrisburg-Philadelphia, PA – 135 miles
Car 105 and 10 withdrew before the start, and cars 106 and 13 did not start.

15th July: Philadelphia-Milford, PA
When near Sandy Eddy, a small town five miles from Easton, the Gyroscope of Chris White broke a steering knuckle and plunged off the road 25 feet into a ditch, overturning. White's passenger, Bert Corey of Detroit, jumped clear, but White was thrown clear when the cars radiator hit a tree. He just missed hitting the tree, and both people were largely unharmed. The car was very badly damaged.

16th July: Milford, PA-Albany, NY

17th July: Albany, NY-Boston, MA – 194 miles
Rochester Team 1 suffered its first penalisation when Jones in a Studebaker swerved off the road to avoid a car coming towards him at high speed in Warren. He struck a boulder that broke the wheel of his car. Although he got another wheel and could continue the run, he was disqualified from the competition.
When going through one of the small towns, a young woman threw an apple to the occupants of a Franklin, hitting James McLean, breaking his goggles and cutting a gash above his eye and which needed surgical help to close it.
The route went via Stockbridge, Becket, Chester and Springfield.

18th July: Boston-Poland Spring, ME – 154 miles
It would seem that some of the contestants didn't appreciate getting in at night and not being able to have a bath. A verse of a song sung by contestants about this was published in the Boston Daily Globe on the 20th July:

Hower dear, listen here,
We've been buncoed on this tour,
Every day we heard you say,

We'd get a bath for sure,
But we've bathed in dust from Buffalo to here,
Till we're sore, yes we are.
O, there's no place like home
When you're chasing the chairman's car.

Note that "bunco" (or bunko) is old US slang for a form of confidence trick in which the victim is swindled or taken somewhere and robbed.
Cars were not allowed to overtake the Chairman's car if they had their race numbers on, and if they caught him up, they had to stay behind, which led to the following ditty being sung:

Merrily we eat the dust, eat the dust, eat the dust,
Merrily we eat the dust, for Hower says we must.

20th July: Poland Spring-Rangeley, ME - 142 miles
The route went via Auburn, Lewiston, Green, North Monmouth, Winthrop, Augusta, Vassalboro, Waterville, Fairfield, Norridgewock, Mercer, New Sharon, Farmington, Strong and Phillips.

22nd July: ?-Bethlehem, NH
The roads were very heavy going with mud. The chairman's car went through a sandy embankment, throwing both Hower and Glidden from the car, although they were without injury.

23rd July: Bethelehem, NH-Saratoga, NY - 184 miles
The Pierce of J.W.Maguire crossed the finishing line three minutes ahead of time, which should have resulted in a penalty. It did not, which led to allegations that the Pierce team "could not lose under any circumstances". Frank Crager, the observer in the car, reported that the extra three minutes were spent taking the chains off the tyres. This extra three minutes should have been added to the running time, but was not. Maguire protested this report, but Chairman Hower declined to make a decision and left it to the committee of the Glidden Tour. The Glidden Tour committee decided in favour of Maguire and added the three minutes, but the committee comprised of men from Buffalo, and Maguire was driving for the Buffalo Automobile Club. This meant that there were three teams tied with perfect scores - the Buffalo Automobile Club Team 1, the Columbus Automobile Club and the Chicago Automobile Club Team 1. The Buffalo Automobile Club Team 1 was announced the winner of the Glidden Trophy. However, the Pierce firm, representing Buffalo, announced the following day that they would not accept the trophy after Peerless refused to continue after their protest was disallowed.
Teddy Dey almost ruined Buffalo's perfect score when he crashed through a small bridge at Wilton. It took some time to regain the road, but he didn't suffer any damage and made enough time to stick to the schedule.
W.C.Marmon had been on a perfect score, but had to withdraw at Rutland on the final day. The car had a leaky hose connection, and he decided that it wasn't worth repairing it.
Five of the runabouts arrived at Saratoga with perfect scores, so they all had to start again on the 25th July for Buffalo, retracing the route again and again until there was a winner. The five cars and drivers were the Pierce (J.S.Williams), Pierce (E.A.Retting), Premier (G.A.Weedly), Stoddart-Dayton (J.F.Runkle) and Stoddart-Dayton (G.F.Cox).
Mrs Andrew Cuneo completed the tour with a black kitten as a mascot riding alongside her. It had followed her around the streets of Buffalo the day before the tour started, so she picked it up and named it Glidden Junior. It was reported to be the only occupant of her car that got its lunch every day.

27th July: Buffalo-Cambridge Springs, PA - 117 miles
The five cars arrived with perfect scores.

28th July: Cambridge Springs-Pittsburg, PA
The Premier driven by George Weedly crashed 40 miles east of Cambridge Springs when its axle snapped, throwing the three occupants out. They only received slight injuries.

30th July: Bedford Springs, PA
The two Stoddard-Daytons withdrew on the previous day, one with a broken frame. This left the two Pierce Great Arrows in the race - J.S.Williams agreed to drop out so that the other car of Edward Retting could win. The Hower Trophy was awarded to Charles Clifton, the vehicles' owner.

Kennebec Driving Park, ME

18th July 1908

FP	#	Driver	Car	Time
3 miles				
1		Percy Hill		0:05:24
2		W.J.Skeehan		
3		Heminger & Hemze		

Run by the Augusta Driving Club.

Wildwood, NJ

3rd August 1908 - 1 mile straight sprint.

FP	#	Driver	Car	Time
Free-Formula, Heat 1				
1		William Bourque	Knox 30	0:00:49.5, 72.72 mph
2		Walter Harper	Stanley	0:00:50.0
3		Joe Parkin, Jr	Parkin	Finished
Free-Formula, Heat 2				
1		Al Denison	Knox	0:00:50.0, 72.00 mph
2		George Vennell	Stanley	0:00:53.0
3		H.Spark	Sharp-Arrow	Finished
Free-Formula, Final Heat				
1		Al Denison	Knox	0:00:50.0, 72.00 mph
2		William Bourque	Knox	0:00:50.8
Gasoline, $1251-$2000				
1		Ed Wilkie	Buick	0:01:49.0, 33.02 mph
2		Walter Smith	Middleby	0:01:49.4
Gasoline, $3001-$4000				
1		William Bourque	Knox	0:00:50.8, 70.89 mph
2		Joe Parkin, Jr	Parkin	0:00:51.4
4 Cylinder Gasoline Stock, over $4000				
1		William Bourque	Knox	0:00:54.4, 66.18 mph
2		H.A.McNichol	Stearns	0:00:56.0
Gasoline, $2001-$3000				
1		William Bourque	Knox	0:00:54.4, 66.18 mph
2		William Sharp	Sharp-Arrow	0:00:55.4
Gasoline Stock, under $1250				
1		Ed Wilkie	Buick	0:01:22.0, 43.90 mph
2		Walter Smith	Middleby	0:01:22.4
Gasoline, 6 cylinders				
1		William Bourque	Knox	0:00:50.4, 71.43 mph
2		Joe Parkin, Jr	Parkin	0:00:51.4
1 mile Time Trial				
1		Al Denison	Knox	0:00:47.4, 75.9 mph
2		William Bourque	Knox	0:00:48.8
3		Joe Parkin, Jr	Parkin	0:00:50.4
4		William Sharp	Sharp-Arrow	0:00:53.0
5		Ed Wilkie	Buick	0:01:08.0
1 Km Race, Free-Formula				
1		Al Denison	Knox	0:00:28
2		William Bourque	Knox	0:00:29.2
3		Joe Parkin	Parkin	0:00:30.0
4		Walter Harper	Stanley	0:00:31.6
5		Ed Wilkie	Buick	0:00:41.0

N.B. - All events postponed from Saturday to Monday due to rain.

Lexington, KY

10th August 1908 – 1 mile dirt oval, Blue Grass Fairgrounds

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Barney Oldfield		0:00:59.5

Barney Oldfield was practising on Friday 7th August when one of his new tyres exploded when he was doing a mile in around 58s. Oldfield was hurled through a fence, be he was only bruised. Oldfield didn't break the world record, but he did take the state and track record.

Algonquin, Chicago, IL

14th August 1908 - 0.75 mile hillclimb

FP	#	Driver	Car	Time
Piston area less 50 sq in				
	7	B.Lobdell	Brush 6.4	0:01:26.0 0:02:06.6
	9	Bob Burman	Buick 20	0:00:32.4 0:00:46.2
	11	Lee Lorimer	Chalmers-Detroit 24	0:00:33.2 0:00:42.0
	10	E.F.Scheifler	Jackson 22	0:00:39.0 0:00:59.6
	12	O.E.Thorne	Moline 24	0:00:37.6 0:01:01.4
	8	M.A.Holmes	Jackson 20	0:01:03.4 0:01:13.6
Piston area 50-64.9 sq in				
		Edgar Apperson	Apperson 30	0:00:30.2 0:00:40.0
	18	George Bird	Corbin 32	0:00:26.2 0:00:35.0
	16	C.W.Kelsey	Maxwell 29	0:00:32.6 0:00:44.8
	21	G.Schoeneck	Wayne 32	0:00:28.2 0:00:36.4
	20	H.E.Halbert	Grout 32	0:00:38.4 0:00:51.8
	17	C.H.Van Dervoort	Moline 26	0:00:46.0 0:00:42.4
Piston area 65-89.9 sq in				
	30	J.I.Miller	Cleveland 40	0:00:27.4 0:00:38.6
	24	Bob Burman	Buick 34	0:00:26.8 0:00:34.0
	27	C.Englebeck	Stoddard-Dayton 36	0:00:26.8 0:00:36.4
	32	Lee Lorimer	Thomas-Detroit 40	0:00:24.8 0:00:35.0
	29	W.R.Burns	Thomas-Detroit 40	0:00:25.0 0:00:33.4
	28	C.A.Tilt	Diamond T 40	0:00:28.8 0:00:37.0
	31	C.Rayfield	Tincher 40	0:00:26.6 0:00:36.4
	26	C.D.Paxton	Jackson 36	0:00:26.4 Accident

Paxton's car blew a tyre within 100 ft of the finishing line, pitching it into the crowd. George Rayfield, a spectator, was seriously injured, as was Paxton.

Piston area over 90 sq in				
	35	Paul Hoffman	Pierce-Arrow 48	0:00:27.2 0:00:34.2
	36	N.B.McLain	Apperson 48	0:00:24.2 0:00:31.0
Free-Formula over 90 sq in				
	43	Frank Leland	Stearns 69	0:00:24.6 0:00:29.4
	39	George Salzman	Thomas Flyer 72	0:00:24.6 0:00:30.0
	42	Edgar Apperson	Apperson 62	0:00:26.4 0:00:31.0
	40	Al Denison	Knox 48	0:00:26.2 0:00:31.4
	38	Frank Leland	Stearns 46	0:00:26.6 0:00:36.0
Free-Formula Under 90 sq in				
	50	William Bourque	Knox 38	0:00:24.2 0:00:31.0
	48	Lee Lorimer	Thomas-Detroit 40	0:00:25.2 0:00:31.8
	54	W.R.Burns	Thomas-Detroit 40	0:00:25.4 0:00:33.0
	52	C.Rayfield	Tincher 40	0:00:27.0 0:00:35.6
	47	Arthur Miller	Stoddard-Dayton 36	0:00:28.2 0:00:35.0
	53	C.Englebeck	Stoddard-Dayton 36	0:00:28.0 0:00:35.4
	49	C.A.Tilt	Diamond T 40	0:00:27.8 0:00:36.8
	46	Bob Burman	Buick 22	0:00:31.6 0:00:46.8
	51	J.I.Miller	Cleveland 40	0:00:27.8
Amateur Handicap				
	57	Arthur Greiner	Thomas-Detroit 40	0:00:26.6
Amateur Free-For-All				
	59	Arthur Greiner	Thomas-Detroit 40	0:00:25.0

N.B. - Morning runs held on Perry Hill, Afternoon runs on Phillips Hill.

Elkhart, IN

15th August 1908

FP	#	Driver	Car	Time
0.5 mile record attempt				
1		Barney Oldfield	Stearns	0:01:17.25

3 miles

1	Barney Oldfield	Stearns
2	Charles Soules	

Sonoma Co. Fairgrounds, Santa Rosa, CA

22nd-23rd August 1908 - 1.125 mile dirt oval

FP	#	Driver	Car	Time
22nd August - 5 miles, 5 laps, $1500 and under				
1		Frank Free	Comet	0:06:53.0, 43.58 mph
2		Frank Murray	Buick White Streak	5 laps
22nd August - 10 miles, 9 laps, $2500 and under				
1		Frank Free	Comet	0:11:07.8, 53.91 mph
2		Fred Wiseman	Stoddard-Dayton	9 laps
3		Frank Murray	Buick White Streak	9 laps
		C.O.King	Maxwell	Withdrew
22nd August - 10 miles, 9 laps, over $2500				
1		Fred Wiseman	Stoddard-Dayton	0:12:44.2, 47.11 mph
2		Fred Dundee	White Steamer	9 laps
3			Peerless	9 laps
22nd August - 15 miles, 13 laps, Free-formula				
1		Frank Free	Comet	0:16:04.0, 56.02 mph
2		Fred Wiseman	Stoddard-Dayton	13 laps
3		Case	Autocar	13 laps
23rd August - 10 miles, 9 laps, $1500 and under				
1		Frank Free	Comet	0:11:05.0, 54.13 mph
2		Frank Murray	Buick White Streak	0:11:08.0
23rd August - 10 miles, 9 laps, over $2500, Hotel Overton Trophy				
1		Benney	Stearns	9 laps
2		Fred Dundee	White Steamer	9 laps
3		G.E.Kellogg	Peerless	9 laps
4			White	
R			Stoddard-Dayton	5 laps
R			White	0 laps
NS			Autocar	scratched

There was a misunderstanding of signals at the start, with one of the White's not getting away. Presiding Judge Older recalled the cars on the second lap and they were restarted. One of the White's went out at this second start.

23rd August - 5 miles, 5 laps, $2500 and under				
1		Frank Free	Comet	0:05:41.4, 52.72 mph
2		Frank Murray	Buick White Streak	
NS			White	damaged
NS			Maxwell	
NS			Stoddard-Dayton	
23rd August – 1 mile, Novelty Race				
1		Fred Free	Comet	0:01:55.0
2		Case	Autocar	
3		Fred Murray	Buick	
		Tom Sawyer Jr	Peerless	
			Peerless	

Drivers had to run 100 yards to their cars, crank their cars up, complete one mile distance, stop and then run 100 yards to the finish. Murray completed the 1 mile distance ahead of Case, but lost the sprint run at the end.

23rd August - 25 miles, 22 laps, Free-Formula, Santa Rosa Cup				
1		Fred Wiseman	Stoddard-Dayton	0:29:54.0, 50.17 mph
		Frank Free	Comet	21 laps
			Autocar	
R			Stearns	18 laps/hit fence

Free got a puncture on lap 3, and pitted to replace ot. He rejoined on lap 11, and proceeded to pull off a lap of 58.4s, a west coast record for a mile track. He lapped only a little slower thereafter, and gained four miles over his competitors over the rest of the race.

San Antonio Fairgrounds, TX

23rd August 1908 – 12 hour race: 0.75 mile dirt oval

FP	#	Driver	Car	Time
1		Tobin De Hymel	Stoddard-Dayton roadster	574 laps, 35.75 mph
2		Van Tine	Studebaker touring car	560 laps
3		William Marsh	Mitchell touring car	539 laps
R			Thomas roadster	rear axle
R			Mitchell roadster	ignition

Fort Wayne Driving Park, IN

25th August 1908 - 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield	Stearns	0:00:59.8
		Charles Soules	Red Devil	0:01:03.2
Race				
1		Ralph Keplinger	Buick	
Race				
1		Ralph Keplinger	Buick	
3 miles – Handicap				
1		Charles Soules	Red Devil	0:03:10.4
2		Ralph Keplinger	Buick	
3 miles				
1		Barney Oldfield	Stearns	0:03:03.2
2		Charles Soules	Red Devil	

Wildwood, NJ

7th September 1908 - 1 mile straight sprint.

FP	#	Driver	Car	Time	
Matheson touring cars					
1		Willie Haupt	Matheson	0:01:22, 43.9 mph	
2		Frank Yerger	Matheson	0:01:27	
3		Louis Taubel	Matheson	Finished	
FFA, flying start					
1		Walter Harper	Stanley	0:00:55.4, 65.0 mph	
2		Joe Parkin	Parkin	0:00:58.0	
3		William Sharp	Sharp-Arrow	0:00:59.0	
4		John Wilkinson	Packard	Finished	
5		Frank Yerger	Studebaker	Finished	
6		Arthur Hammerstein	Mercedes	Finished	
FFA, standing start					
1		William Sharp	Sharp-Arrow	0:01:04, 56.2 mph	
2		Joe Parkin	Parkin	0:01:04.6	
3		Frank Yerger	Studebaker	Finished	
4		Arthur Hammerstein	Mercedes	Finished	
Handicap, Gasoline					
1		Arthur Hammerstein	Mercedes	0:01:18	0:19 Handicap
2		Joe Parkin	Parkin	0:01:21.2	0:04 Handicap
3		Walter Harper	Stanley	Finished	0:00 Handicap
4		William Sharp	Sharp-Arrow	Finished	0:04 Handicap
5		Frank Yerger Studebaker		Finished	0:18 Handicap

6	John Wilkinson	Packard	Finished	0:10 Handicap

Time trial, flying start

1	Walter Harper	Stanley	0:00:47.4, 75.9 mph
2	William Sharp	Sharp-Arrow	0:00:51.2
3	Joe Parkin	Parkin	0:00:51.6
4	John Wilkinson	Packard	0:00:57.4
5	Frank Yerger	Studebaker	0:01:05.6
6	Arthur Hammerstein	Mercedes	0:01:06.6

1 Km Time Trial, flying start

1	Walter Harper	Stanley	0:00:29.2, 76.6 mph
2	Joe Parkin	Parkin	0:00:30.0
3	Arthur Hammerstein	Mercedes	0:00:41.0
4	Frank Yerger	Studebaker	Finished

Denver, CO

7th September 1908 - 295 miles (14.5 miles x 20 laps)

FP	#	Driver	Car	Time
1	8	Harry Ball	Thomas Flyer 60	6:26:17.6, 45.82 mph
2	1	Lee Lorimer	Chalmers-Detroit 40	6:37.40.0
3	3	A.B.Clow	Colburn 30	18 laps/mechanical
4	9	H.B.Eubanks	Studebaker 40	16 laps/flagged
5	7	G.C.Clarke	Great Smith 40	14 laps/flagged
6	4	Gus Seyfried	White Steamer 30	12 laps/flagged
7	6	Sam S.Pierce	Peerless 30	10 laps/flagged
8	10	E.W.Swanborough	Corbin 30	8 laps/broken crankshaft
9	2	Harold Brinker	Colburn 40	5 laps/bearings
10	5	Fred Dundee	White Steamer 30	2 laps/out

N.B. - Ball replaced Matheson after practice. Free-formula event.
Clow hit a telegraph pole, injuring Albion Ingeroll, his mechanic, before running on and colliding with a two-seated buggy.

Butler Ames Trophy, Lowell, MA

7th September 1908 - 250 miles (10.41 laps x 24 laps)

FP	#	Driver	Car	Time
1		Lewis Strang	Isotta 60	4:24:34, 56.70 mph
2	8	Harry Grant	Berliet 54	6:14:58
3	7	William Bourque	Knox 30	6:33:29
4	2	George Robertson	Fiat 50	6:38:32
5	1	Frank Lescault	Simplex 50	19 laps/cylinder
6	4	Bob Burman	Buick 30	12 laps/disqualified
7	6	Charles Basle	Knox 50	7 laps/out
NS		Poole		Practice crash - broke shoulder

N.B. - Burman disqualified for using extra help with radiator.

Wilbrabham Hill, Springfield, MA

11th September 1908 - 1 mile hillclimb

FP	#	Driver	Car	Time
Cars, 40.1 to 60 hp				
1		Peter Robinson	Stevens-Duryea 56-6	0:01:10.2, 51.3 mph
Cars, 24.1 to 40 hp				
1		S.H.Hancock	Stevens-Duryea 36	0:01:22.6, 43.6 mph
2		Al Denison	Knox 30	0:01:35.4
3		Bob Burman	Buick 34	0:01:35.6
4		Harry Ormsdorf	Chalmers-Detroit 40	0:01:35.8
5		William Bourque	Knox 38	0:01:37.6
6		Bailey	Bailey	0:02:26.2
Cars, 15.1-24 hp				

1	Bob Burman	Buick 16	0:02:14.6, 26.75 mph
2	F.F.Cameron	Cameron 22	0:02:15.2

Cars, $850 and under

1	F.F.Cameron	Cameron 22	0:02:24.6, 24.90 mph
2	Walter Smith	Middleby	0:05:17.2

Cars, $851-$1250

1	Bob Burman	Buick 22	0:02:12.8, 27.11 mph
2	F.F.Cameron	Cameron 22	0:02:17.0
3	Walter Smith	Middleby	0:03:41.8

Cars, $1251-$2000

1	E.P.Blake	Jackson 24	0:02:01.8, 29.56 mph
2	F.F.Cameron	Cameron 24	0:02:13.2

Cars, $2001-$3000

1	William Bourque	Knox 38	0:01:26.6, 41.57 mph
2	Al Denison	Knox 30	0:01:35.4
3	Harry Ormdorf	Chalmers-Detroit 40	0:01:47.4
4	Bailey	Bailey	0:02:25.4

Cars, $3001-$4000

1	S.H.Hancock	Stevens-Duryea 36	0:01:23.4, 43.16 mph

Cars, over $4000

1	Peter Robinson	Stevens-Duryea 54	0:01:10.0, 51.43 mph

Cars, under 50 sq in piston area

1	Ruggles	Atlas 34	0:02:34.6, 23.29 mph
2	Bailey	Bailey	0:04:00.4

Cars, 50-65 sq in piston area

1	Al Denison	Knox 30	0:01:40.0, 36.00 mph
2	F.F.Cameron	Cameron	0:02:11.4
3	Bob Burman	Buick	0:02:12.4
4	Bailey	Bailey	0:02:40.0

Cars, 65-90 sq in piston area

1	S.H.Hancock	Stevens-Duryea 36	0:01:18.6, 45.80 mph
2	William Bourque	Knox 38	0:01:28.0

Cars, over 90 sq in piston area

1	Peter Robinson	Stevens-Duryea 54	0:01:09.8, 51.58 mph

Free-Formula, Gas Vehicles

1	Charles Basle	Knox 48	0:01:08.0, 52.94 mph
2	William Bourque	Knox 38	0:01:09.8
3	S.H.Hancock	Stevens-Duryea 36	0:01:16.2

Free-Formula, Gas Stock Vehicles

1	S.H.Hancock	Stevens-Duryea 36	0:01:22.0, 43.90 mph
2	Al Denison	Knox 30	0:01:36.6

Free-Formula, Record Trials

1	Al Denison	Knox 30	0:01:09.6, 51.72 mph
2	Leo Baldwin	Stanley Steamer	0:01:11.4
3	Charles Basle	Knox 48	0:01:12.0

Brighton Beach, NY

11th-12th September 1908

FP	#	Driver	Car	Time

11th September: 50 miles

1		Lourent Grosse	American 60	0:55:08
2		F.J.Davis		0:55:31
R		Ray Howard		37 laps/puncture
R		V.Rippingille		axle

24 hour race

FP	#	Drivers	Car	Time
1	2	Ralph Mulford/Harry Cobe	Lozier 6	1107 laps 46.12 mph

2	1	Harry Michener/Theodore Lynch	Lozier 4	1092	45.50 mph
3		Capra/Edward Parker/Edward Hawley	Fiat	1074	44.75 mph
4		Laurent/John Marquis	Stearns	1050	43.75 mph
5	6	George Robertson/Frank Lescault	Simplex	1029	42.87 mph
6		Rippingill/Ralph DePalma	Allen-Kingston 40	1027	42.79 mph
7		Lewis Strang/C.B.Rogers	Acme	976	40.66 mph
8		Montague Roberts/Martin	Thomas 6	955	39.79 mph
9		Kjeldsen/John Juhasz	SPO	635	26.45 mph
10		H.A.van Tyne/Daty	Garford 40	387	16.12 mph
11		Paul Sartori/Albert Clement	Renault	64/accident after 2 hours	

Lap Leaders:	Mulford/Cobe	1- 2 hours
	Robertson/Lescault	3- 6 hours
	Rippingill/DePalma	7- 9 hours
	Mulford/Cobe	10-24 hours

N.B. - Track was 1 mile dirt oval. Race had to be halted for 1.5 hours at 1pm on Saturday while track was repaired.

Kansas City Star Motor Car Endurance Run, MO

11th-16th September 1908 – 850 miles

#	Entrant	Car	Points
18	Fletcher Cowherd Jr	Corbin touring car	1000 (perfect score)
31	J.E.Anderson	Rambler roadster	994
39	F.L.Woodward	Knox	980
1?	R.C.Greenlease	Cadillac touring car	980
?7	L.A.Robertson	Franklin	975
19	Mrs H.G.Kirkland	Overland runabout	970
2	J.F.Moriarty	Stevens-Duryea touring car	960
27	W.S.Hathaway	Maxwell	942
8	Dudley B.Munger	Peerless touring car	935
29	E.P.Moriarty	Chalmers-Detroit roadster	920
28	J.B.Porter	Chalmers-Detroit	918
1?	E.P.Moriarty	Packard	900
9	W.L.Walls	Studebaker Model H touring	879
17	W.S.Hathaway	Maxwell	853
7	Carl Muehlebach	Pope-Hartford roadster	825
12	Elliott H.Jones	Maxwell touring car	723
14	C.J.Simons	Maxwell	179
30	D.B.Russ	Brush runabout	no score
32	Charles B.Merrill	Moon touring car	no score
25	H.Worth	Buick	no score
?	C.M.Norris	Ford	no score
?	A.C.Wurmser	National touring car	withdrawn
?	C.A.Boyd	Ford roadster	withdrawn
?	T.C.Brown	Peerless touring car	withdrawn
4	H.E.Rooklidge	White steamer touring car	withdrawn
3	H.E.Rooklidge	White steamer	withdrawn
?	H.E.Rooklidge	Premier double roadster	withdrawn
?	H.E.Rooklidge	Reo touring car	withdrawn
?	F.E.Lott	Premier	withdrawn
35	C.F.Edwein	Wonder	withdrawn

Other entrants – Probably didn't compete

Mrs P.C.Rickey	Stevens Duryea touring car
W.L.Walls	EMF Studebaker touring car
A.L.Hunsacker	Acme touring car
George M.Hawes	Stoddard-Dayton roadster
T.R.Funk	Ford roadster
William G.Brown	Stoddard-Dayton touring car
E.P.Moriarty	Chalmers-Detroit touring car
E.F.Gleason	Gleason runabout
Nelson T.Haynes	Mitchell touring car
M.C.Udan	Stevens-Duryea touring car
J.F.Moriarty	Chalmers-Detroit roadster
E.P.Moriarty	Chalmers-Detroit touring car
H.E.Rooklidge	Premier touring car
Winfield Denton	White steamer touring car

Run by the local newspaper rather than the local automobile club, this was the third endurance run in this area in the same year. The route went from Kansas City to Emporia, KS, stopping at Ottawa for lunch (total leg distance of 127 miles). The second day went from Emporia to Wichita, 114 miles. The third leg went from Wichita to Enid, OK, 113 miles. The fourth leg

went from Enid to Oklahoma City, 119 miles. The fifth day leg went from Oklahoma City to Guthrie. When mapping the route, the pathfinder vehicle had an accident near Clyde, OK, damaging an axle. A new car had to be taken to finish mapping the route.

Latonia, Cincinnati, KY

12th September 1908 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Match Race, Heat 1				
1		Walter Christie		0:01:01
•		Barney Oldfield		
1 mile – Match Race, Heat 2				
1		Barney Oldfield		0:01:04.4
2		Walter Christie		
1 mile - Match Race, Final				
1		Barney Oldfield		0:01:11
2		Walter Christie		

Both vehicles had problems in the heats, and both had to be hurriedly repaired to make the final. Charles Soules also competed in the heats.

Calhoun County Fairgrounds, Marshall, MI

17th September 1908 – Dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Ellis	Jackson	0:08:12.5
2		Delaney	Jackson	

There were six starters - one retired.

1 mile – Touring Cars				
1		Ellis	Jackson	0:01:48.8
2		Delaney	Jackson	
1 mile – Roadsters				
1		Ellis	Jackson	0:01:44
2		Delaney	Jackson	

Spirit Lake, IA

17th September 1908 – ½ mile dirt oval

FP	#	Driver	Car	Time
½ mile - Match Race				
1		Rube	Buick runabout	
2		H.A.Wilsey	Ford runabout	
½ mile – Match Race				
1		Rube	Buick runabout	
2		Ray Colcord	Pope-Toledo	

Part of the Spirit Lake Fair and Field Meet.

Tanforan, San Francisco, CA

22nd September 1908

FP	#	Driver	Car	Time
10 miles. Stock chassis, under $2751				
1		Fred Wiseman	Stoddard-Dayton	0:11:11.4, 53.6 mph

2	Bert Dingley	Chalmers-Detroit 40	10 laps
3	F.S.Howard	Buick	10 laps
4	Fred Dundee	White Steamer 30	10 laps

10 miles. Stock chassis, under $1501

1	F.S.Howard	Buick	0:12:10.4, 49.92 mph
2	T.Hart	Sunset	10 laps
3	Frank Murray	Buick	10 laps

10 miles. Stock chassis, $2501-$3500

1	Fred Wiseman	Stoddard-Dayton	0:11:25, 52.55 mph
2	Bert Dingley	Chalmers-Detroit	10 laps
3	Fred Dundee	White Steamer 30	10 laps

10 miles. Stock chassis, over $3500

1	Fred Dundee	White Steamer 30	0:11:16.0, 53.25 mph
2	C.Kellogg	Peerless	9 laps/out
3	V.Verilhac	Thomas 60	9 laps/out

10 miles. Free-Formula

1	Fred Wiseman	Stoddard-Dayton	0:11:21.8, 52.80 mph
2	Earl Cooper	Comet	10 laps
3	Frank Free	Comet	10 laps

Bay State Automobile Association 24 Hour Endurance Run

23rd September 1908 – 358 miles

A sealed bonnet, non-stop contest in which the engine had to be kept running at all times, even when making repairs. The run began at 10pm on Wednesday 23rd September. The reason for starting at night was so the drivers would arrive at the most dangerous roads in the mountains during daylight. Route to be as follows:

From the Bay State Club in Boston, the route went along Revere Beach Boulevard to Lynn, then through Salem to Newburyport. From there the route went through Portsmouth, Dover, Somersworth to Rochester, where the first control was located and the cars could refill with fuel. From Rochester the route headed for the montains, running through Ossipees, Conway, Intervale, through Crawford Notch to Bretton Woods. Here the drivers could stop for an hour and stop their cars. The route back from Bretton Woods to Boston ran through the Merrimac valley, going through Bethlehem over Mt Agassiz, Woodstock, Plymouth to Concord, where another control was located. From there the course went straight to Boston.

In the event of more than one car completing the course with a perfect score, then the time limit of 24 hours was to be extended and the successful cars sent out over the course again the following day until only one car was left with a perfect score.

As usual on endurance runs, a pacemaking car preceeded the tourists scattering confetti over the route to guide them. The confetti car was a Knox driven by Arthur Knights.

21 vehicles started the race, starting at one minute intervals.

Car #	Driver	Car	Observer
1	Harry Knights	Pierce	F.C.Plummer
2	F.K.Wing	Marmon	J.H.Cooper
3	A.H.Waite	Buick	C.P.Merwin
4	William Hilliard	Lancia	Paul Roche
5	Harry Fosdick	Lancia	F.W.Knowlton
6	W.L.McCain	Buick	Russell Green
7	Arthur Ayers	Shawmut (Runabout)	A.R.Miles
8	Harold Church	Shawmut (Touring car)	George Priest
9	Frank Wentworth	Overland	W.Pope
10	Harry Dorr	Overland	E.Wood
11	Oliver Light	Chalmers-Detroit	Rossell Drisco
12	E.W.Williams	Rambler Roadster 34-A	O.L.Hills
13	C.S.Carris	Franklin	J.L.Morrissey
14	Walter J.Jones	Studebaker	H.L.Appleton
15	H.L.Smith	Cadillac	K.B.Pope
16	J.A.Hobson	Oldsmobile	L.B.Warren
17	S.T.Goss	Corbin	E.A.Dunbar
18	Mrs Mabel Stearns	Overland	W.A.Griffin
19	George Canterbury	Stevens-Duryea	F.H.Peabody
20	C.H.Coakley	Buick	C.H.Perkins

21	Fred Pratt	Reo	J.Nickerson

Nine cars completed the course with perfect scores, these were the Marmon, Lancia, two Shawmuts, Franklin, Studebaker, Oldsmobile, Buick and Reo. These cars would have to take part of a run-off to decide the winner. The cars had completed the distance in 21.5 hours of running time.

The cars which were penalised, and the reasons why are shown in the table below:

Car #	Driver	Car	Reason
1	Harry Knights	Pierce	Stalled engine
4	William Hilliard	Lancia	Carburettor trouble
11	Olive Light	Chalmers-Detroit	Transmission problems
12	E.W.Williams	Rambler	Carburettor trouble – dust in inlet valve
17	S.T.Goss	Corbin	Stalled engine
18	Mrs Mabel Stearns	Overland	Broken wheel – at North Cambridge on return trip
19	George Canterbury	Stevens-Duryea	Punctured petrol tank

The #6 Buick got involved with a horse near Plymouth – the horse kicked the car sufficiently to damage it, so that it couldn't make the journey on schedule. The Confetti car of Arthur Knights got into trouble at Rochester, and the job had to be handed over to the pacemaking Stevens Duryea car of Harry Marvin. The following cars also didn't finish: #3 Buick, #10 Overland and #18 Overland.

Seven of the nine cars with perfect scores set off on the run-off on the 25th September, starting at 10:30pm in thick fog. The cars were allowed 14 hours to get to Bretton Woods, and 10 hours to get back. The cars had been locked away overnight so that they couldn't be worked on.

William Hilliard and Harry Knights set of first in a Laconin, as they were to act as checkers at Bretton Woods. The first competitor to leave was F.E.Wing, followed by Harry Fosdick, Arthur Ayers, Harold Church, C.A.Carris, Walter Jones and J.Hobson. The two Shawmuts of Ayers and Church set off immediately, whereas the others took some time to load up with oil and fuel, and to look after their tyres. The Buick and Reo were the prefect scoring cars which didn't take part in the run-off.

Harry Fosdick made it to Bretton Woods, but parked his car in a gutter. This tipped the car to one side, and the three gallons of fuel in his petrol tank moved accordingly, starving the carburettor. He lost 15 seconds getting under way for the return trip, and a further 20 points before he could get going well. This caused him to receive a penalisation of one point, ruling him out of the competition.

Arthur Ayers didn't make it to Bretton Woods before suffering problems. He hit a large pothole in Boscawen near Plymouth, NH, which caused him to swerve badly into a sand bank, the sand covering his hubs. It took 38 minutes to extract the car, resulting in penalisation. The Oldsmobile of Hobson suffered tyre troubles, and was also late getting in.

There was an overnight stop at Bretton Woods, to allow the drivers some rest. The race was to restart at 6am on the 27th July, but a decision was made to use a different course – the mountainous return course was to be discarded, with the contestants going to Portland and return instead, stopping overnight at Newbury.

After this extra run, and a total distance of 960 miles, three cars still had perfect scores. The only driver to drop out was Frank Wing in his Marmon, who skidded into a ditch at Wells, ME on his way to Portland. A wheel came off, but there were no injuries to the driver or passengers.

To try and bring the contest to a close, the organising committee decided to use a longer course of 200 miles via Portland, Poland Springs, Bay of Naples, Fryeburg and Intervale, starting at 6pm on the 29th July. If that didn't work, then a trip back over the mountains to Boston was thought to be enough to do the trick.

It didn't – the three cars completed the distance without penalisation. Thus on the 1st October, the race organisers and company agents agreed to call off the race so that it wouldn't go on indefinitely. The cars had covered 1600 miles in total. Three cups were obtained, and one was awarded to each car, the #13 Franklin, #14 Studebaker and #8 Shawmut.

Wisconsin State Fair Park, Milwaukee, WI

25th-26th September 1908

FP # Drivers Car Time

25th-26th September: 24 hour Endurance race

1	Robert Drach/Fred Leuser	Locomobile	992 laps	41.33 mph
2	Mader/Curtis Betts	Mitchell	808	33.67 mph
3	Condon/Gus Seyfried	White Steamer	712	29.67 mph
4	J.I.Miller/Roesler	Midland	693	28.87 mph
5	John Heber	Buick	519	21.62 mph
6	Frellson/Elerman	Jackson	350, 16 hours/accident	
7	Waitt/Jones	Petrel	96, 6 hours/piston	
8	Rentner	Maxwell	35, 1 hour/accident	

25th September: 5 miles - Under $3000, Autogas Trophy

1	Harry Nelson	Pope-Hartford	0:05:35, 53.7 mph
2	E.F.Sanger	Maxwell	5 laps
3	John Heber	Buick	5 laps
4	J.Robinson	Jackson	5 laps
5	Arthur Greiner	Chalmers-Detroit	5 laps

25th September: 10 miles - Over $2500, Hibbard Cup

1	Harry Nelson	Pope-Hartford	0:11:30, 52.2 mph
2	Arthur Greiner	Chalmers-Detroit	10 laps
3	J.Robinson	Jackson	10 laps

25th September: 5 mile Time Trial Exhibition

	Ray Harroun	Harroun Sneezer	0:05:14.0, 57.32 mph

26th September: 10 miles - Augie Jonas Cup

1	Harry Nelson	Pope-Hartford	0:11:04, 54.2 mph
2	John Heber	Buick	0:13:04

26th September: 5 miles - Louis Esser Cup

1	Harry Nelson	Pope-Hartford	0:05:33.6, 53.9 mph

26th September: 5 miles - Judge Neelen Race

1	Milbrath	Peerless	0:06:09.8, 48.67 mph
2	John Heber	Buick	5 laps
3	Hamilton	Pierce-Arrow	5 laps
4	Schandein	Locomobile	5 laps
5	P.C.Avery	Rambler	5 laps
6	Breuckle	Buick	5 laps

26th September: 5 mile Match Race

1	Nelson	Stearns 4-60	0:06:18
2	C.N.McNeill	Stearns 6-90	4 laps/blown tyre

The Neelan race was for drivers who had exceeded the speed limit in Milwaukee and had been fined by Judge Neelan.
Judge Neelan was involved in some interesting cases to modern eyes. In February 1909, he ruled on how high a skirt could be and the wearer still be called a lady. Miss May Walters was out on a damp night in Milwaukee, and according to Patrolman Becker her skirt was pulled up 14 inches at the rear, 9 inches at the front, and "had a waist attached which was more or less peekaboo" (according to the Washington Post, 26th February 1909, pg 6). Neelan agreed that a dress could be held up too high, and fined Miss Walters $5 for passing the "lady" stage. The patrolman added that he "had looked sharply and had seen no fluffy ruffle stuff under the outer skirt", and that was one reason why he thought the gown was deficient.

Fairmount Park, Philadelphia, PA

26th September 1908 - 195 miles (7.8 miles x 25 laps)

FP	#	Driver	Car	Time
1	10	George Robertson	Locomobile 4/40	4:02:30, 48.25 mph
2	14	Cyrus Patschke	Acme 6/45	4:14:54
3	17	Ralph Mulford	Lozier 6/50	4:17:26
4	3	Bert Maucher	Peerless 4/38	4:21:26
5	9	James Florida	Locomobile 4/40	24 laps/flagged
6	2	George Davis	Apperson 4/48	22 laps/out/tyres
7	11	Louis Bergdoll	Alco 6/60	21 laps/out/tyres
8	12	William Wallace	Palmer-Singer	21 laps/out/tyres
9	6	Frank Yerger	Studebaker 4/38	20 laps/flagged
10	16	Len Zengel	Pennsylvania 4/38	12 laps/out/tyres
11	7	Jack Harkins	Chadwick 6/50	12 laps/out/tyres
12	5	George Salzman	Thomas 6/70	6 laps/crankshaft
13	8	E.C.Ireland	Stoddard-Dayton 4/34	6 laps/stripped pump gear
14	4	Max LaRoche	Pullman 4/40	4 laps/broken LR wheel
15	1	H.Buttner	Maxwell 4/28	3 laps/crankshaft

16	15	Harry Michener	Lozier 4/45	1 laps/wheel/accident

Lap Leaders:	Salzman	1 - 3
	Wallace	4 - 7
	Robertson	8 - 16
	Florida	17
	Robertson	18 - 25

N.B. - Cars started at 30s intervals.

II Annual Sealed Bonnet Contest of the Indianapolis Automobile Trade Association, IL

1st-2nd October 1908 – Indianapolis-French Lick-Indianapolis: 267 miles

This was a sealed bonnet endurance run over two days, going via Brownstown and over Millport Hill. The overnight stop was in French Lick, and the last to arrive there was a Rapid bus, carrying 11 passengers. Each man aboard was dressed as a convict, and at the end of the day they marched in step into the hotel. When all of the contestants had arrived, it was realised that the technical committee hadn't. The committee consisted of Widely of the Premier factory, Wall of the National factory, Howard Marmon of the Marmon factory and Referee Wainwright of the Diamond Chain Works. They had suffered from large numbers of punctures, and reported by telephone that they were exhausted and that they couldn't proceed further. Relief cars were dispatched to retrieve them.
At the end of day two, a Rambler model 34 entered by the Hearsey-Willis Company carrying five passengers made perfect score. The same company entered a Mitchell, which also finished with a perfect score. There were four National cars entered - three competitors and the press car, driven by Frank Moore. Charles Mayer also entered in a Packard 30.

Brighton Beach, NY

2nd-3rd October 1908 - 24 Hour race

2nd October: 1 mile – Record Attempt

1	Ralph DePalma	Fiat 60	0:00:52.2

This took the track record.

2nd-3rd October: 24 Hour Race

FP	#	Drivers	Car	Time
1	6	George Robertson/Frank Lescault	Simplex 50	1177 laps 49.04 mph
2	2	Ralph Mulford/Harry Cobe/Harry Michener	Lozier 50	1125 46.87
3	8	Montague Roberts/Winter/George Salzman	Thomas 72	1115 46.45
4	11	Lanwell/Rippingill/Tom Pepperday	Allen-Kingston	907 37.79
5	9	Louis Chevrolet/J.I.Miller/McMann	Cleveland	632 26.33
6	5	Lewis Strang/Charles Basle	Renault	888/con-rod
7	4	Laurent/John Marquis/Barney Oldfield	Stearns 60	519/23 Hrs/flagged
8	15	Post/Natjen	Zust	421/23 Hrs/flagged
9	7	Cyrus Patschke/C.B.Rogers	Acme	309/11 Hrs/out
10	3	Ralph DePalma/Capra/Edward Hawley	Fiat	303/7 Hrs/con-rod
11	14	J.Bloch/Albert Clement	Renault	255/6 Hrs/accident/fire
12	12	Martin/Blanchard	Thomas	206/10 Hrs/Withdrew
13	10	Young/Doty	Garford	47/14 Hrs/Withdrew

N.B. - Track was 1 mile dirt oval. Roberts ran over and fatally injured track official M.F.Pickert when Pickert tried to run across the track to the paddock gate.

Arlington-Weatherford-Arlington, TX

4th October 1908 – 126 miles

FP	#	Driver	Car	Time
1	5	Jess Illingworth	Maxwell	5:10
2	1	Guy Waggoner	Stoddard-Dayton	*pacemaker*
3	2	Gerard	Oldsmobile	*perfect score*
4	4	H.Dingman	Studebaker	
R	3	Nat Granger	Rambler	*retired in Weatherford*

This was an endurance event, which ran from Arlington, about 10 miles or so east of Fort Worth, to Weatherford, around 30 miles west of Fort Worth, and back. The route ran through Handley, Fort Worth, Benbrook and Bear Creek. All cars in the event were sealed before the start, so that the fluid levels and engine state could be checked at the end to decide which had best stood the route in the event of a tie on points.

Chicago Motor Club 1000 Mile Reliability Run, IL

6th-9th October 1908

FP	#	Driver	Car	Time
Cars with perfect scores				
	8	Frank Nutt	Haynes roadster	
	9	Ray McNamara	Premier roadster	
	15	C.S.Carris	Franklin touring car	
	16	Loring Wagoner	Haynes touring car	
	20	Paul Hofman	Pierce Arrow touring car	

There was an additional fuel consumption competition for the Standard Oil Company Trophy, won by Webb Jay's Premier driven by Ray McNamara.

Cars with perfect road scores, but technically penalised				
	7	A.Kumpf	Pierce Arrow roadster	1 pt
	4	F.Harn	Mason touring car	2 pts
	19	H.Stillman	Marmon touring car	2 pts
	12	W.Leitch	White touring car	41 pts

The Pierce-Arrow roadster was penalised 1 point for losing a fan belt. The Marmon was penalised 2 points for the fan belt coming off an for a leak in the airline that creates the pressure in the gasoline feed. The White was penalised 20 points when the oiler chain jumped a sprocket, and 21 points when the fan went out of commission. The Mason was penalised for having two loose nuts.

Other entrants				
	5		Apperson roadster	32 pts
	3	Fred Duesenberg	Mason roadster	216 pts
	11		Rainier roadster	withdrawn
	6		Midland roadster	withdrawn
	1		Reliable Dayton roadster	withdrawn
	2	F.Muntwyler	Maxwell touring car	51 pts
	14	H.Sheridan	White touring car	55 pts
	17		Studebaker	withdrawn

Vincennes, IN

8th October 1908

FP	#	Driver	Car	Time

An automobile race was held as part of the first homecoming event at Vincennes. A match race between Bert M.Fuller and Frank P.Cox was also scheduled for the 9th. Results for the match race, and for the racing on the 8th aren't known.

Glenville, OH

9th October 1908 – Cleveland

FP	#	Driver	Car	Time
3 miles – Semi-final 1				
1		Walter Christie		
2		Robert Kelsey		
3 miles – Semi-final 2				
1		Barney Oldfield		
2		Charles Soules		
3 miles – Final, Heat 1				
1		Barney Oldfield		0:03:00

2	Walter Christie		

1 mile – Exhibition

	Walter Christie		0:00:55.1
	Barney Oldfield		

Montgomery, AL

9th October 1908

O.T.Barr driving a White model K stock car drove 9 miles in 11 minutes flat. In another event, R.D.Lambert drove a White 30 hp runabout 5 miles in 5m45. It isn't known who the other competitors were, or where these drivers finished in their races.
These races were at the Alabama State Fair in Montgomery, Birmingham. The fair opened on the 9th October, but the races may have been held a few days later.

Narragansett Park, RI

10th October 1908

FP	#	Driver	Car	Time
5 miles – Gasoline Stock Cars, 40.1-60 hp				
1		Grant	Locomobile	0:05:24.0
2		L.S.Rogers	Welch	
5 miles - Gasoline Stock Cars, 15-24 hp				
1		Oliver Light	Chalmers-Detroit	0:06:48.75
2		Edgecombe	Ford	
3		Meyers	Ford	
R		Joseph Wilcox	Cameron	

Wilcox was three quarters of the way around the track when his right wheel tyre caught in an uneven piece of track and shot the car into the infield. The car overturned, badly injuring the driver.

5 miles - Special Race, Gasoline Stock Cars, Heat 1				
1		Grant	American Locomotive	0:05:14.8
2		H.Capron Jr	Pope-Hartford	
3		Lightall	Welsh	
4		Webster	Stanley	
5 miles - Special Race, Gasoline Stock Cars, Heat 2				
1		L.S.Rogers	Welch	0:05:17.4
2		Stafford	Stearns	
R		Arthur Lee	Corbin	

Arthur Lee, an oldtime bicycle rider, overturned in almost the same place as Wilcox. He was only slightly injured, managing to walk away from the accident. He had been driving a Corbin.

5 miles - Special Race, Gasoline Stock Cars, Final				
1		Grant	American Locomotive	0:05:13.6
2		H.Capron Jr	Pope-Hartford	
3		L.S.Rogers	Welch	
5 miles – Steam Stock Cars				
1		Fred Marriott	Stanley	0:05:28.6
2		W.R.Piles	Stanley	
3		A.C.Trimble	Stanley	
1 mile - Record Attempt				
		Ralph De Palma	Fiat Cyclone	0:00:52.6
5 miles – Free-for-all				
1		Ralph De Palma	Fiat Cyclone	0:04:26.0
2		Grant	American Locomotive	

Long Island Parkway, NY

10th October 1908

FP	#	Driver	Car	Time
234.6 miles (23.46 miles x 10 laps) - Motor Parkway Sweepstakes, Free Formula				
1	42	Herbert Lytle	Isotta	3:39:10, 64.25 mph
2	46	Lewis Strang	Renault	3:50:25
3	47	G.Lechleiter	Itala	4:13:09
4	43	Frank Lescault	Simplex	4:16:21
5	41	Willie Haupt	Chadwick	4:27:57
6	45	Charles Basle	Knox	6 laps/out
7	44	H.J.Kilpatrick	Hotchkiss	5 laps/out
211.14 miles (23.46 miles x 9 laps) - Meadow Brook Sweepstakes, Cars $3001-$4000				
1	35	Hughie Hughes	Allen-Kingston	4:00:47, 52.6 mph
2	32	Louis Disbrow	Rainier	4:03:42
3	34	William Hilliard	Lancia	4:24:15
4	36	Axel Paterson	Rainier	8 laps/Did not finish
187.68 miles (23.46 miles x 8 laps) - Garden City Sweepstakes, Cars $2001-$3000				
1	28	William Sharp	Sharp-Arrow	3:19:34, 56.4 mph
2	27	William Bourque	Knox	4:09:11
3	21	Arthur Miller	Stoddard-Dayton	4:11:52
4	26	Bob Burman	Buick	7 laps/Did not finish
5	25	Harry Tuttle	Stoddard-Dayton	6 laps/Did not finish
6	22	Lee Lorimer	Chalmers	4 laps/Did not finish
7	24	Ray Howard	Palmer-Singer	2 laps/Did not finish
140.76 miles (23.46 miles x 6 laps) - Jericho Sweepstakes, Cars $1001-$2000				
1	11	W.R.Burns	Chalmers	3:02:36, 46.08 mph
2	16	George Ainslee	Chalmers	3:12:00
3	18	Ed Zerbies	Mitchell	3:46:07
4	13	Arthur See	Maxwell	6 laps
5	15	Charles Young	Selden	3 laps/Did not finish
6	12	C.A.Kerchoff	Mitchell	2 laps/Did not finish
93.84 miles (23.46 miles x 4 laps) - Nassau Sweepstakes, under $1001				
1	3	Hugh Easter	Buick	2:07:52, 44.1 mph
2	4	F.F.Cameron	Cameron	2:15:52
3	1	Ward Olney	Mitchell	2:22:23
4	5	Henry Cousins	Mitchell	2:30:02
5	7	L.H.Titus	Buick	2:30:04
6	6	F.W.Darnstadt	Cadillac	3:14:13
7	8	Alfred Comacho	Reo	3 laps/Did not finish
8	2	C.White	Gyroscope	2 laps/Did not finish

N.B. - Races ran concurrently with staggered start times, cars started at 30s intervals

Cleveland Automobile Club Reliability Run, OH

14th-16th October 1908

The confetti car managed to put the confetti in the wrong places, causing some competitors to take the wrong route. Only four competitors achieved a perfect score, one of these being a Maxwell driven by C.C.Bleasdale, which was the cheapest car and used the smallest amount of gasoline. Barney Oldfield drove a Stearns over the route.

Elm Ridge, Kansas City, MO

18th October 1908

FP	#	Driver	Car	Time
10 miles – Stock cars, Board of Trade Cup				
1		Gus Seyfried	White 30 hp	
5 miles – Free-For-All				
1		R.L.Baker	White	

This date is part guess work, as the report on the 25th October says that the race was "held a few days ago".

Piedmont Park, GA

20th October 1908

FP	#	Driver	Car	Time
5 miles – for cars costing $2000 and under, Heat 1				
1		H.Morse	Buick 2 cyl	0:10:02
2		C.S.Stewart	Ford 4 cyl	
5 miles – for cars costing $2000 and under, Heat 2				
1		Ernest Jones	Buick 4 cyl	0:07:50
2		H.Morse	Buick 2 cyl	6 laps/mechanical
5 miles – for cars costing $3000 and under, Heat 1				
1		H.J.Lamar	Oldsmobile Model M	0:07:40.6
2		F.Block	Thomas Model 4	
5 miles – for cars costing $3000 and under, Heat 2				
1		Ernest Jones	Buick Model 10	0:07:26.6
2		H.J.Lamar	Oldsmobile Model M	
Free-for-All, Georgia State Championship				
1		A.R.Almand	Stearns 45	
2		F.W.Block	Thomas 40	

Block's front axle broke, causing the car to turn over, throwing out the driver and Carl Wall, the riding mechanic. Block suffered a dislocated shoulder, and was rushed to hospital in Edward Inman's Stearns.

The races were part of the Georgia State Fair in Atlanta. They had been due to be held on the 9th October, but were postponed due to rain. Lewis Strang was billed as the star attraction in advanced pubilicity for the fair, but he was forced to pull out after he broke his cars' crankshaft at Long Island.

Ascot Park, CA

31st October-1st November 1908 - 24 Hour Race

FP	#	Drivers	Car	Time	
1		Ralph Leavitt/Murray Page	Locomobile 4	916 laps	38.2 mph
2		Ralph Hamlin/Guy Irwin	Franklin 6	836	34.8
3		Harry Lord/Lee Garricke	Studebaker	628	26.2
4		Lee Garricke	Reo	474	19.7
5		Frank Free	Sunset	2 hours/steering	
6		Harold Stone	Pope-Hartford	out/mechanical	
7		Bert Dingley	Chalmers-Detroit	out	

N.B. - 1 mile dirt oval.

Solomon Hill, St.Louis, MO

6th November 1908 - 0.6 mile hillclimb

FP	#	Driver	Car	Time
Piston Area under 50 sq.in.				
1		McQuellen	Buick	0:01:04.8, 33.33 mph
2		Paine	Chalmers-Detroit	0:01:05.4
3		Delaney	Jackson	0:01:21.6
Piston area 50-65 sq.in.				
1		N.B.McLain	Apperson	0:01:00.4, 35.76 mph
2		S.Igou	Moon	0:01:03.0
3		Philip Wells	Moon	Did not finish
Piston area 65-90 sq.in.				
1		Harry Tuttle	Stoddard-Dayton	0:00:49.0, 44.08 mph
2		Lewis	Packard	0:00:54.8
3		Blumcoe	Stevens-Duryea	0:00:58.2

Class E, over 90 sq.in.

1	N.B.McLain	Apperson	0:00:45.0, 48.00 mph
2	Barney Oldfield	Stearns	0:00:46.4
3	Charles Soules	Stearns	0:00:46.4
4	Paul Caldwell	Pierce-Arrow	0:00:50.0

Free-Formula

1	Leo Baldwin	Stanley	0:00:40.8
2	Leo Baldwin	Stanley	0:00:43.2
3	F.Woodward	Stanley	0:00:45.0
4	A.B.Cull	Stanley	0:00:46.4
5	N.B.McLain	Apperson	0:00:46.4
6	Harry Tuttle	Stoddard-Dayton	0:00:49.0
7	Barney Oldfield	Stearns	0:00:49.4
8	Paul Caldwell	Pierce-Arrow	0:00:49.8
9	F.Woodward	Stanley	0:00:55.0

Maxwellton, St.Louis, MO

7th-8th November 1908

FP	#	Driver	Car	Time	
7th November: 2 miles (1 mile x 2 laps) - Ford cars					
1		H.Apgar	Ford	0:03:27.0, 34.8.0 mph	
2		Britton	Ford	2 laps	
7th November: 2 miles (1 mile x 2 laps) - Moon cars					
1		Philip Wells	Moon	0:02:31.8, 47.12 mph	
2		Fred Grinham	Moon	2 laps	
3		S.Igou	Moon	2 laps	
7th November: 2 miles (1 mile x 2 laps) - Match race					
1		McQuellen	Buick	0:03:01.2, 39.73 mph	
2		Paine	Chalmers	2 laps	
7th November: 1 mile Exhibition Time Trial					
1		Jack Stoddard	Stoddard-Dayton	0:01:08.4, 52.60 mph	
2		Charles Soules	Stearns	0:01:01.6	
3		Leo Baldwin	Stanley	0:00:54.8	
4		Walter Christie	Christie	0:00:59.0	
5		Barney Oldfield	Stearns	0:00:54.4	
6		Ollie Savin	Christie Dreadnought	0:01:07.0	
7th November: 2 miles (1 mile x 2 laps) - Heat 1					
1		Walter Christie	Christie	0:02:08.0, 51.00 mph	
2		Charles Soules	Stearns	2 laps	
7th November: 2 miles (1 mile x 2 laps) - Heat 2					
1		Barney Oldfield	Stearns	0:02:21.2, 51.00 mph	
2		Ollie Savin	Christie Dreadnought	2 laps	
7th November: 2 miles (1 mile x 2 laps) - Free-Formula Handicap					
1		Paul Caldwell	Pierce-Arrow	0:02:58.8	0:25 Handicap
2		Leo Baldwin	Stanley	2 laps	0:00 Handicap
3		Jack Stoddard	Stoddard-Dayton	2 laps	0:20 Handicap
8th November: 2 miles (1 mile x 2 laps)					
1		Taylor	Stoddard-Dayton	0:02:21.6, 50.80 mph	
2		Philip Wells	Moon	2 laps	
8th November: 1 mile Time Trial					
1		Charles Soules	Stearns	0:01:02.0, 58.20 mph	
2		Walter Christie	Christie	0:00:58.0	
3		Barney Oldfield	Stearns	0:00:58.0	
4		Leo Baldwin	Stanley	0:00:54.8	
8th November: 2 miles (1 mile x 2 laps) - Match Race					
1		Barney Oldfield	Stearns	0:02:04.0, 58.10 mph	
2		Walter Christie	Christie	2 laps	
8th November: 1 mile Match Race					
1		Walter Christie	Christie	0:01:00.4, 59.60 mph	
2		Charles Soules	Stearns	Finished	

8th November: 2 miles (1 mile x 2 laps) - Match Race

1	Barney Oldfield	Stearns	0:02:23.0, 50.30 mph
2	Ollie Savin	Christie Dreadnought	2 laps

8th November: 3 miles (1 mile x 3 laps) - Handicap

1	Leo Baldwin	Stanley	0:03:04.0, 58.70 mph
2	Taylor	Stoddard-Dayton	3 laps
3	Philip Wells	Moon	3 laps

Los Angeles to Phoenix Point to Point

9th November 1908 - 455 miles

Also known as the I Cactus Derby

FP	#	Driver	Car	Time
1		F.C.Fenner	White Steamer	30:28:00, 14.93 mph
2		A.J.Smith	Elmore	32:52:00
3		Leon Shettler	Kissel Kar	35:42:00
4		Ralph Hamlin	Franklin	Finished
		no other entrants		

The route followed part of Route 101 from Los Angeles to San Diego, and Interstate 10 via Pomona, Ontario, Palm Springs, Indio, across the Colorado River by ferry at Ehrenberg, Salome, Buckeye and Phoenix. Fenner was co-driven by "Happy" Forbes, Shettler by C.H.Bigelow and Bert Latham, Smith by George Dade. Note that Albert Bochroch in his book "American Automobile Racing" quotes Fenner as winning in a time of 30:06.16, and being co-driven by H.D.Ryus.

Birmingham, AL

17th November 1908 – Alabama State Fairgrounds: 24 Hour Race, 1mile dirt oval

Lewis Strang had just handed his Renault over to Emile Stricker when the car was crashed after a tyre exploded in a corner, killing Stricker outright, and injuring Leon Burrows. No further details of the meeting are known.

International Light Car Race of the Automobile Club of America, Savannah, GA

25th November 1908 – 196 miles (9.8 miles x 20 laps)

FP	#	Driver	Car	Time
1	7	W.M.Hilliard	Lancia	3h43m33
2	8	Robert Burman	Buick	3h49m45
3	10	L.B.Lorimer	Chalmers-Detroit	3h53m55
4	11	E.A.Hearne	Buick	3h58m54
5	6	Al Poole	Isotta	4h14m22
6	9	Arthur See	Maxwell	4h18m38
7	17	C.W.Kelsey	Maxwell	4h20m44
8	12	Thomas Costello	Maxwell	18 laps/running
9	15	Joseph Munweiler	Maxwell	15 laps/running
10	1	H.Connors	SPO	4 laps/running
R	14	Hugh Easter	Buick	13 laps/accident
R	3	L.J.Bergdoll	Chalmers-Detroit	10 laps/holed piston
R	5	F.T.Cameron	Cameron	5 laps/crankshaft
R	16	Earl Jeffers	Buick	2 laps/bent steering knuckle
R	13	W.B.Burns	Chalmers-Detroit	0 laps/hit tree
NS		John Juhasz	SPO	practice accident
NS		Robertson	Gregoire	car unready - driver refused to race
NA			American Aristocrat	

Fastest Lap: Hillard, 10m01, on lap 12

Race Lap Chart

Driver	Laps																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Hilliard	3	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1
Burman	1	1	1	1	1	1	1	1	1	2	2	2	2	3	3	3	2	2	2	2
Lorimer	6	7	5	5	4	4	4	4	4	3	4	3	3	2	2	2	3	3	3	3
Hearne	4	5	3	3	3	3	3	3	3	4	3	4	4	4	4	4	4	4	4	4

Poole	10	10	7	7	6	7	6	5	5	5	5	5	5	5	5	5	5	5	5	5
See	8	11	8	8	8	8	7	6	6	6	6	6	6	6	6	6	6	6	6	6
Kelsey	10	12	10	10	9	9	9	9	8	8	8	7	7	7	7	7	7	7	7	7
Costello	13	13	11	11	11	10	10	10	10	10	9	8	8	8	8	8	8	8		
Munweiler	9	4	9	9	7	8	8	8	7	7	7	9	10	9	9					
Connors	12	14	13	13																
Easter	2	6	12	12	12	11	11	11	11	11	10	10	9							
Bergdoll	7	9	6	6	5	5	5	7	9	9										
Cameron	11	8	4	4	10															
Jeffers	5	3																		
Burns																				

Juhasz crashed into a tree in practice after avoiding a large black dog in the road, throwing both himself and his riding mechanic, M.De Rosa, from the car. The car was heavily damaged, and De Rosa was fatally injured. De Rosa was a stranger to Juhasz, having been picked up in New York on the way south, and it took some time to find out his full name and contact his mother. The car was rebuilt and raced by H.Connors.
Fog delayed the start by about 15 minutes, and cars set off at 30 second intervals. The race boiled down to a battle between Hilliard, Burman and Lorimer. Burman took the early lead, but on the tenth lap he was forced to pit for a missing part, which was located with difficulty, losing him 8 minutes. This effectively cost him the race, although he had a couple of slow laps on laps 14 and 15, which didn't help.

Dolly Cole Hill, RI

28th November 1908 – 0.5 miles

FP	#	Driver	Car	Time
Free-For-All				
1		L.F.N.Baldwin	Stanley	
Stock Steam Cars				
1		L.F.N.Baldwin	Stanley	
2		Percy Vlackinton	Stanley	
Stock Gasoline Cars, 15.1-24 hp				
Not run due to a lack of contestants				
Stock Gasoline Cars, 24.1-40 hp				
1		Bourque	Knox	

The hill was 7% gradient, and covered by tarmac. Baldwin achieved the fastest time of the day, and was awarded the C.Prescott Knight Trophy. For some reason the officials did not release the times although they were measured. One possible reason was that someone had questioned the right to engage in racing trials on a state highway, and by not releasing the times it helped the cause. There were 10 contestants in total, but the names of the others were not officially given out. C.Prescott Knight was the event referee.

Tanforan, San Francisco, CA

6th December 1908

FP	#	Driver	Car	Time
3 miles (1 mile x 3 laps) - Stock Chassis, under $4000				
1		Donald Whalley	White 30	0:03:24, 52.9 mph
2		Gus Seyfried	White 30	3 laps
3		Frank Murray	Buick	3 laps
1 mile Exhibition Time Trial				
		Frank Free	Comet	0:01:05, 55.4 mph
		Gus Seyfried	White 30	0:00:59
		Barney Oldfield	Stearns 6 Big Ben	0:01:03
		Charles Soules	Stearns "Red Devil"	0:01:05
5 miles (1 mile x 5 laps) - Free-Formula				
1		Barney Oldfield	Stearns 6 Big Ben	0:05:21, 56.1 mph
2		Charles Soules	Stearns "Red Devil"	5 laps
3 miles (1 mile x 3 laps) - Touring Cars				

1	G.H.Seeley	Peerless	0:04:22, 41.2 mph	
2	George Hoff	Packard	3 laps	

5 miles (1 mile x 5 laps) - Free-Formula Handicap

1	Earl Cooper	Comet	5 laps	0:40 Handicap
2	Frank Free	Comet	5 laps	0:10 Handicap
3	Frank Murray	Buick	5 laps	0:60 Handicap
4	Charles Soules	Stearns "Red Devil"	5 laps	0:00 Handicap
5	Gus Seyfried	White Flyer	3 laps/Withdrew	

3 miles (1 mile x 3 laps) - Semi-Final Heat 1

1	Barney Oldfield	Stearns 6 Big Ben	0:03:05.8, 58.13 mph
2	Frank Free	Comet	3 laps

5 miles (1 mile x 5 laps) - Semi-Final Heat 2

1	Charles Soules	Stearns "Red Devil"	0:05:26.0, 55.21 mph
2	Gus Seyfried	White Flyer	Did not finish

Worcester Automobile Club Endurance Contest, MA

12th December 1908

FP	#	Driver	Car	Score
1			Franklin	0
2			Rambler touring car	2
3			Cadillac	4
4			American runabout	5
5			Knox touring car	6
6			Lozier runabout	7
7			Premier	22
8			Berkshire	25
9			Studebaker	54.5
10			Lozier touring car	62
R			White Steamer	
R			Jackson	
R			Knox runabout	
R			Rambler	

Bosque Valley Stock Farm, TX

22nd December 1908

FP	#	Driver	Car	Time
5 miles				
1		John Poole		
2		Carl Poole		

Ascot Park, CA

26th-27th December 1908

FP	#	Driver	Car	Time
26th December: 5 miles (1 mile x 5 laps) - Stock chassis, under $3500				
1		Gus Seyfried	White Steamer	0:05:46.4, 51.96 mph
2		Harold Stone	Marmon	5 laps
3		Hughie Hughes	Pope-Hartford	5 laps
26th December: 5 miles (1 mile x 5 laps) - Stock chassis, under $2000				
1		G.A.Bingham	Jackson	0:09:13.25, 32.53 mph
2		Jack Heyser	White	5 laps
3		A.Bagsdale	Cleveland	5 laps
4		W.Lee	Tourist	5 laps
26th December: 1 mile Exhibition run				
1		Charles Soules	Stearns "Red Devil"	0:01:01.0, 59.0 mph
2		Barney Oldfield	Stearns "Big Ben"	0:00:56.4
3		Hughie Hughes	Christie FD	0:00:53.4
4		Gus Seyfried	White "Whistling Billy"	1 laps/rolled in turn 1

Seyfried's car caught fire and rolled three times. He was thrown clear and only suffered minor cuts and bruises.

26th December: 5 miles (1 mile x 5 laps) - Sweepstakes

1	Barney Oldfield	Stearns "Big Ben"	0:04:54.8, 61.0 mph
2	Hughie Hughes	Christie FD	5 laps

26th December: 5 miles (1 mile x 5 laps) - Free-formula, handicap

1	Charles Soules	Stearns "Red Devil"	0:05:08.8, 58.29 mph	0:00 Handicap
2	Harold Stone	Marmon	5 laps	0:35 Handicap
3	Robert Greer	Mitchell	5 laps	1:10 Handicap
4	Hughie Hughes	Pope-Hartford	5 laps	0:35 Handicap

26th December: 25 miles (1 mile x 25 laps) - Derby, stock chassis

1	Charles Soules	Stearns "Red Devil"	0:25:36.6, 58.6 mph
2	Harold Stone	Marmon	25 laps
3	Robert Greer	Mitchell	25 laps

27th December: 3 miles (1 mile x 3 laps) - Restricted to rental cars

1	G.A.Bingham	Jackson	0:05:13, 34.5 mph
2	W.Lee	Cleveland	3 laps
3	A.Bagsdale	Cleveland	3 laps
4	Jack Scott	Tourist	3 laps

27th December: 5 miles (1 mile x 5 laps) - Stock chassis,under $3500

1	Fred Dundee	White Steamer	0:05:42.4, 52.6 mph
2	Harold Stone	Marmon	5 laps
3	F.A.Forbes	White "Black Bess"	5 laps

27th December: 5 miles (1 mile x 5 laps) - Novelty race

1	Harold Stone	Marmon	5 laps
2	A.Bagsdale	Cleveland	5 laps

27th December: 1 mile Time Trial/Exhibition

	Charles Soules	Stearns "Red Devil"	1 lap, 0:00:58.4, 61.64 mph
	Barney Oldfield	Stearns "Big Ben"	1 lap, 0:00:55.4
	Gus Seyfried	White Steamer	3 laps,0:03:20

27th December: 3 miles (1 mile x 3 laps) - Semi-Final 1

1	Barney Oldfield	Stearns "Big Ben"	0:03:00, 60.00 mph
2	Charles Soules	Stearns "Red Devil"	3 laps

27th December: 3 miles (1 mile x 3 laps) - Semi-Final 2

1	Barney Oldfield	Stearns "Big Ben"	0:02:57, 61.02 mph
2	Hughie Hughes	Christie	3 laps

27th December: 5 miles (1 mile x 5 laps) - Stock, handicap, under $3500

1	Fred Dundee	White Steamer	0:05:51, 51.28 mph
2	Harold Stone	Marmon	5 laps
3	Charles Soules	Stearns "Red Devil"	5 laps

27th December: 25 miles (1 mile x 25 laps) - Stock Chassis

1	Charles Soules	Stearns "Red Devil"	0:28:30, 52.63 mph
2	Fred Dundee	White Steamer	16 laps/Withdrew, heavy fog
3	Harold Stone	Marmon	2 laps/accident

Other Matters of the Year

An advertising article for White cars reported that a White steamer had won a race at Greenville, AL. It is not known when this was.

- A gymkhana race was held at the Carnival of the Chicago Automobile Trades Association on the 4th April – it was won by a Ford.
- It was reported that a reliability run was scheduled between Philadelphia and Cape May on the 11th April, to be held by the Quaker City Motor Club. No other details are known of this event.
- The Baltimore Sealed Bonnet Contest was held on the 3rd May.
- The New Jersey Automobile Club held an endurance run on the 16th May. A Ford Model S Roadster achieved a perfect score, but no other details are known.

- A 5 mile automobile race was advertised for the meeting held at Greene Driving Park, Iowa, on the 23rd May. It is not known if it took place.

- The Washington Post of the 24th May mentions that an endurance run will be held in Wilmington, DE. It is not known on what date it was due to be held, or wat the result was.

- A Ford advert in the *Newark Advocate* of the 18th July claimed that Ford's finished 1st, 2nd and 3rd in a hillclimb up Menands Road in Albany, NY on the 30th May. No other details of this event have been found.

- The Mercer County Sealed Bonnet Contest was to be held in early June. R.H.Engle entered his Franklin touring car. No other details are known of this event.

- A hillclimb was held in San Antonio, TX, on the 6th June. It was won by a Ford.

- The San Antonio Automobile Club held an endurance run from San Antonio to New Braunfels and return on the 14th June. Fifty cars were to participate.

- Another hillclimb was held in San Antonio, TX, on the 15th June. Instead of being a straight speed contest, it was a contest to see which car could run farthest up the hill in high gear. A Ford Model S went 182 feet further than every other car, beating three Mitchell's, a Cadillac, an Oldsmobile, a Stevens-Duryea, a Stoddard Dayton, an Auburn, a Jackson and two Maxwell's.

- A hillclimb was held in Indianapolis around the 15th June. A Haynes finished 3rd.

- It was reported on the 20th June that the Milwaukee Automobile Club was completing its final arrangements for its summer Milwaukee-Wausau Reliability Run over a 400 mile route. It isn't known if the event did take place, or what the result was.

- The Albany Automobile Club ran a sealed bonnet reliability run which started on the 22nd June. It started in Albany, went to New York (arriving on the 23rd), and returned to Albany. There were 22 starters, four of whom were Joseph Taylor, M.Van Alstyne, M.Ryder and George Wait. The final result is not known.

- The Chicago Motor Club was to hold a 1014 mile sealed bonnet and endurance contest which went via Wisconsin, Ottawa, South Bend and Rochelle between the 24th and 27th June. No further details are known.

- An article in the Washington Post of the 28th June 1908 said that "recently at Richmond, VA, a Buick model 10 won the twenty mile roadster event on a circular track with six competitors making the course in 30 minutes and 7 seconds". No further details of this event have been found, and it isn't known exactly when it took place.

- Automobile races were to be a feature of the 4th July celebrations at Glen Campbell, PA. S.L.Clark and Charles Atkins were entered in one of the races. It isn't known if the races actually took place.

- An automobile meeting was advertised for Pimlico, MD, to be held on the 4th July. The meeting doesn't seem to have been reported on.

- An automobile race was scheduled for the 4th July celebrations held at Oshkosh Driving Park, WI. Entrants included S.Rex Hollister (White Wings), Fred S.Hogglin (Ford Flyer), William Hathaway (Red Devil) and J.A.Cram (Peerless Green Dragon). The race was called off after claims that the track was not in good enough condition, although it was also reported that the drivers didn't "care to take a chance on so small a track with such sharp curves".

- It was reported on the 13th July that Volney S.Beardsley was one of fourteen drivers who made perfect scores in the 380 mile Automobile Dealers of Southern California endurance and reliability run, held "the previous week". No other details are known of this event.

- The 34th Annual Session of the Imperial Council of the Nobles of the Mystic Shrine was held in St Paul, MN, and as part of the celebrations races were held at Hamline on the 15th July. The results of these races aren't known.

- The Des Moines Auto Club was to hold a reliability run on the 31st July, going to Boone via Poll City, and returning via Ames and Hussley, a route of 100 miles. The start was to be made from Sixth and High Streets at 9am, with Barney Oldfield driving the confetti car. At least thirty cars were entered.

- Walter Christie defeated Barney Oldfield in a match race at Hamline, St.Paul, by 2 feet. This was some time in August, but the meeting doesn't seem to have been reported in the contemporary press.

- A meeting at Central Maine Park, ME, was advertised for the afternoon of the 1st August, including an automobile race. It is not known if it took place.

- It was reported in the *Oakland Tribune* of the 2nd August that the Pioneer Automobile Company had received a communication from the Thomas Detroit factory reporting that "Chalmers Detroit factory added another perfect score to its long list of victories by making reliability run from Philadelphia to Stroudsburg, Pa, with clean record." No other details of this run have been found.

- An automobile race was scheduled for the final day of the Lampasas County Fair, TX, on the 7th August. The race was to be over 1 mile, with a $10 prize for first place, and a $5 prize for second. It isn't known if it took place.

- An automobile race was scheduled as part of the celebrations for Congressman James S.Sherman's nomination by the Republicans for the vice presidency at Utica Park, NY, on the 18th August. The race may not have taken place.

1 A two day picnic in Stella, Nebraska, took place on the 27th and 28th August. Rain fell on the morning of the 28th, causing the automobile race to be postponed due to bad roads.

2 The San Francisco Dealers' Association announced a reliability run between San Francisco and Los Angeles to be held between the 6th and 9th of September. No further details of this event have been found.

3 A three day reliability run was arranged from Toledo through Columbus, Cleveland and back to Toledo (OH) on the 7th-9th September. R.K.Davis was in charge of the run, and Charles A.Baldwin and Howard Spohn were to mark out the route and make the measurements. No other details have been found, and it isn't known if it did take place.

4 John J.Ryan announced on the 31st August that he was withdrawing from an automobile match race with Barney Oldfield which had been scheduled to take place on the 12th and 13th September in Cleveland. There had been a side bet of $2500, and he forfeited $500 for failing to race.

5 The Fall Carnival in Rock Valley, IA, was to be held from the 24th-25th September, with a 2.5 mile race to take place on the 25th. No further details are known.

6 The Illinois State Fair was held at Springfield from the 1st to the 7th October. A one mile race was held at some point, won by O.B.Caldwell, possibly in a model 15 Rambler.

7 An automobile race was scheduled to take place at Fort Worth, TX, on the 7th October. It isn't known if it took place.

8 Automobile races were held as part of the first home coming festivities in Vincennes, IN, on the 8th October. Local drivers took part. A match race between Bert M.Fuller of Colorado and Frank P.Fox of Vincennes was scheduled for the 9th.

9 The Automobile Club of Hartford, CT, planned to run a hillclimb on the 7th November on Avon Mountain. There were moves to switch the event to a 24 hour race at Charter Oak Trotter Park, but neither events seem to have taken place.

10 The *Reno Evening Gazette* reported on the 1st December that an automobile speedway nearly 15 miles long running through the salt flats between Salt Lake and Great Salt Lake was to be built parallel to the railway between Salt Lake and Saltair. The speedway was to be a toll road, and was to be ballasted with shale and oiled. It was also announced that the intention was to hold automobile race meetings on the road by early summer 1908, but this probably didn't happen.

1909 US Events

"It has been our habit these many years to deplore the brutality of the bullfight and to look down upon the Spanish races because they encourage such sport. We have had superior airs in discussing the tastes of the Spanish and Spanish-Americans, but it is about time we were taking an inventory of our own tastes. As one woman of Spanish descent living in this country put it, it is time for Americans who have been talking loudly against the Spanish national sport to put their mufflers on and keep them on. The occasion for these reflections was the recent automobile races in which several drivers and some spectators were killed and injured. Is it any worse to kill a few bulls and now and then a bullfighter than to kill several human beings in an automobile race? Of course, there is a distinction in that drivers of automobiles enter the races knowing the risks while bulls are forced into the contests, but there is not a great deal of difference from the standpoint of brutality."

Tacoma Ledger

New York-Philadelphia-New York Women's Run

11th-12th January 1909

FP	#	Driver	Car	Time
		Mrs Joan Newton Cuneo	Lancia	
		Mrs Alice R.Ramsey	Maxwell	
		Miss Harriett Quinby		
		Mrs J.C.Kirkman		
		Mrs A.W.Seaman	Franklin	
		Miss Bertha Peittweiser		
		Miss Evelyn Buckman		
		Miss Alice D.Hayes		
		Mrs J.B.Bach		
		Miss Beatrice Wilson		
		Mrs E.S.Spooner		
		Ms Daisy Leaman	Rambler	

Started at the Plaza Hotel, and went via Newark and New Brunswick to Trenton on the way to Philadelphia. The winner was to be awarded the Brisco Trophy.
The rules stated that ladies had to handle their own cars and that no man was to be allowed in the competing cars. Any mechanical work was to be performed by mechanicians who could ride in an accompanying car. Dr J.R.Overpeck and George W.Daily drove the Mitchell confetti car.
Mrs Cuneo and Mrs Leaman had perfect scores on the return through Trenton.

Hartford-Pittsfield-Hartford Endurance Run, CT

28th January 1909 – 156 miles

FP	#	Driver	Car	Time
1		Benjamin Smith	Mitchell	
		James M.MacDonald	Maxwell	
		Lt Herbert S.King	Maxwell	
		J.F.Humphreys	Holsman	

Smith hit a telegraph pole in Canton, throwing himself and his companion from the car. They were also carrying shovels with them to dig the car out of any snowdrifts that they encountered.
At Talcott Mountain (CT), MacDonald's Maxwell stripped its gears, and in Pine Meadow King's Maxwell smashed a wheel - another wheel was sent out and the car continued. MacDonald then overturned near Winsted, but still continued. King's Maxwell then started along the wrong road, and returned to Hartford to begin again.
The route went through Avon, Canton, Pine Meadow, Winsted, Norfork, Canaan, Great Barrington, Pittsfield, Hinsdale, Becket, Huntington, Westefield, Springfield, then on to Hartford.

San Francisco Dealers' Association Endurance Run, CA

7th February 1909 – 200 miles

#	Car	Driver	Remarks
1	Buick 40 hp	C.S.Howard	Perfect score
2	Studebaker 40 hp	J.H.Bagill	Perfect score
4	Apperson 30 hp	Frank Mick	Perfect score
5	Studebaker EMF 30 hp	M.S.Harris	Perfect score
6	Buick White Streak	Frank F.Murray	Perfect score

7	Peerless 90 hp	Max Rosenfeld	Perfect score
8	Rambler roadster	L.B.Harvey	Perfect score
12	Ford 20 hp	D.L.Cutting	Perfect score
13	Reo runabout	R.C.Anthony	Perfect score
14	Mitchell 30 hp	E.Martin	Perfect score
15	Auburn 20 hp	Norman de Vaux	Perfect score
18	Mitchell 30 hp	A.E.Hunter	Perfect score
19	Tourist 30 hp	D.W.Aurendt	Perfect score
20	Stoddard-Dayton 45 hp	A.D.Plugoff	Perfect score
22	Buick White Streak	Carl Christensen	Perfect score
26	Overland roadster	R.G.Fowler	Perfect score
28	Autocar 30 hp	Walter Morris	Perfect score

The run started on Van Ness and Golden Gate avenues at 08:30, going from San Francisco to Oakland via San Jose and back. The cars started at one minute intervals, and were allowed five and a half hours to complete the distance to Oakland. The control in Oakland was a Twelfth Street and Broadway, with an hour allowed for lunch. Five minutes either side of the designated course time was allowed before penalties were applied for each minute early or late. The same time was allowed for the return journey.

Houston-Beaumount-Houston Endurance Run, TX

7th February 1909

Driver	Entrant	Car	
C.B.Dent	A.C.Boston & Co	Chalmers-Detroit	
Will Spreng	Mosahart & Keller Company	White steamer	
Pete Willert	Stearns Motor Car Agency	Stearns	
Sherman Brady	Sherman Brady	Franklin	
George Ayers	Southern Motor Car Factory	Dixie Seven	
John Franks	Texas Tire and Bicycle Works	Buick	retired

Run by the Chauffeurs and Auto Mechanics' Club of Houston. The winner is not known.

Mardi Gras Circuit, New Orleans, LA

20th-22nd February 1909

FP	#	Driver	Car	Time	
20th February: 1 mile – Free-for-all, Time Trial					
1		Ralph De Palma	Fiat Cyclone	0:00:54.25	
2		James B. Ryall	Matheson	0:01:01.0	
3		George Robertson	Simplex	0:01:01.6	
4		Mrs Joan Newton Cuneo	Knox-Giant	0:01:02.2	
20th February: 10 miles – Record Attempt					
1		Ralph De Palma	Fiat Cyclone	0:09:17.4	
20th February: 5 miles – Exhibition					
1		Mrs Joan Cuneo	Knox-Giant	0:05:05.4	
20th February: 5 miles – Gasoline Stock Chassis Touring Cars costing $750-$3000					
1		Schwartz	Buick	1 mile/flagged	
R		Bob Burman	Thomas	mechanical	
R		Lindrose	Oldsmobile	mechanical	
20th February: 5 miles – For New Orleans entrants					
Cancelled					
20th February: 50 miles – Free-for-all					
1		Ralph De Palma	Fiat Cyclone	0:51:37.8	
2		Mrs Joan Newton Cuneo	Knox-Giant	0:52:40.6	
3		George Robertson	Simplex		
20th February: 10 miles – Handicap					
1		Ralph De Palma	Fiat Cyclone	0:09:11.4	*1m00 handicap*
2		George Robertson	Simplex		
3		Lewis Strang	Isotta		
		+1 other			
21st February: 5 miles – National Amateur Championship, for the Klaw & Erlanger Trophy					
1		Mrs Joan Newton Cuneo	Knox Giant	0:05:08.2	

2	Donnelly	Packard	
R	Jimmy Ryall	Matheson	accident

21st February: 10 miles, Free-for-all

1	Ralph De Palma	Fiat Cyclone	0:10:03.5
2	George Robertson	Simplex	0:10:06
3	Bob Burman	Buick	

21st February: 1 mile – Record Attempt

1	Ralph De Palma	Fiat Cyclone	0:00:52.8
2	Bob Burman	Buick	0:00:58.6

21st February: 10 miles, Open Stock Cars for the Klaxton Trophy

1	Mrs Joan Newton Cuneo	Knox Giant	0:10:12.2
2	Donnelly	Packard	

21st February: 1 mile - Time Trial for Women's Record

1	Mrs Joan Newton Cuneo	Knox Giant	0:01:00.2

21st February: 100 miles, "World's Championship"

1	Bob Burman	Buick	1:42:30.4
2	George Robertson	Simplex	

22nd February: 5 miles – Free-for-all, Stock Cars

1	Bob Burman	Buick	0:05:40
2	Scheifler	Jackson	

22nd February: 5 miles – Free-for-all, Stock Cars

1	George Robertson	Simplex	0:05:07
2	Bob Burman	Buick	
3	Mrs Joan Newton Cuneo	Knox-Giant	
4	Lewis Strang	Isotta	

22nd February: 5 miles – Time Trial

1	Mrs Joan Newton Cuneo	Knox-Giant	0:05:05

22nd February: 5 miles, Free-for-all Stock Cars, Amateurs

1	Mrs Joan Newton Cuneo	Knox-Giant	0:05:15.4
2	Donnelly	Packard	
3	Scheifler	Jackson	

22nd February: 10 miles, Free-for-all Handicap

1	Ralph De Palma	Fiat Cyclone	0:09:12.2
2	Mrs Joan Newton Cuneo	Knox-Giant	
3	George Robertson	Simplex	
	Lewis Strang	Isotta	
	Bob Burman	Buick	

22nd February: 50 miles, Free-for-all Gasoline cars

1	Ralph De Palma	Fiat Cyclone	0:49:52.4
2	Lewis Strang	Isotta	
3	George Robertson	Simplex	
4	Mrs Joan Newton Cuneo	Knox-Giant	
R	Scheifler	Jackson	

In advance of this meeting, "the twenty-four hour world's championship race" and "The Woman's Championship of America" were advertised as taking place, but they never materialised. Three 5 mile women's races were then announced, as well as a race between Mrs Joan Newton Cuneo and Miss Alice Potter. None of these took place either.

IV Pasadena-Altadena Hillclimb, CA

23rd February 1909

Free-for-all

1	Edgar Apperson	Apperson Jackrabbit	1m24, 42.8 mph

New York-Boston Endurance Run, NY-MA

11th-12th March 1909

FP	#	Driver	Car	Time
		W.W.Burke	Mora	Perfect score

Paul Lacroix	Renault	16 pts
Shuttleworth	Haynes	6 pts
A.B.Cordon	Acme	Perfect score
A.D.Hall	Matheson	Perfect score
C.S.Carris	Franklin	Perfect score
F.S.Dickinson	Kissel Kar	165 pts
Guy Vaughn	Stearns	Perfect score
W.C.Poertner	National	Perfect score
A.Dennison	Knox	Perfect score
V.P.Pisani	Zust	Perfect score
Ray McNamara	Premier	Perfect score
C.H.Beecher	Atlas	200 pts
W.W.Betts	Stearns	Perfect score
C.S.Rothfuss	Matheson	Perfect score
L.R.Burns	Cadillac	Perfect score
J.I.Miller	Cleveland	Perfect score
H.A.Street	Cadillac	Perfect score
C.F.Kelsey	Maxwell	Perfect score

The route went via Hartford and Worcester, and was for the Chester I.Campbell Trophy.
When the tour passed through Fairfield on the 11th, a horse attached to a closed carriage in which Aaron W.Wallace was riding bolted. Wallace opened the carriage door, jumped out and was killed. The driver of the nearest auto, Paul Lacroix, was arrested at New Haven and held on a charge of reckless driving. He paid the $300 bond to continue the run.
On the 15th March, Paul Lacroix was up before the Bridgeport (CT) city courts on a charge of publicly mutilating the American flag when he ran into it and pulled it out of the hands of the officers who were endeavouring to stop him. Lacroix said that he supposed that it was a bit of bunting, and not understanding what was wanted, supposed it was some friends cheering him. The case was dismissed. Lacroix also appeared before a justice of the peace in the town hall of Fairfield to answer a charge preferred against him by Grand Juror Clitus H.King for reckless driving through the town on the 11th. Grand Juror King offered a motion that the complaint be dismissed on the ground that an investigation of the evidence and all of the facts showed that the reckless driving that caused the tragedy occurred before Lacroix's machine passed the point. The motion was granted.
This event was C.S.Carris' sixth clean score, and according to the Boston Daily Globe he was now known as "Clean Score" Carris.

Pittsburg Endurance Run, PA

17th-19th March 1909 – 450 miles

A three day run with the mileage equally split over the three days. Each day started and finished in Pittsburg. A Franklin Model D made the run without penalisation for repairs or adjustments.

Ormond Beach, FL

23rd-25th March 1909 – Daytona Beach

FP	#	Driver	Car	Time	
23rd March: 200 miles – Stock cars Classes D and E					
1		Lewis Strang	Buick	1:34:01.2	Class D
2		Lytle			Class D
		Dewitt		1:44:45	Class E

Reduced to 100 miles by agreement of contestants and referee.

23rd March: 1 mile – Dewar Trophy, Heat 1				
1		David Bruce Brown	Benz	0:00:33.2
2		Ralph De Palma	Fiat Cyclone	0:00:36.2
23rd March: 1 mile – Dewar Trophy, Heat 2				
1		David Bruce Brown	Benz	0:00:33.4
2		Ralph De Palma	Fiat Cyclone	0:00:36.0
23rd March: 1 mile – Dewar Trophy, Heat 3				
1		David Bruce Brown	Benz	0:00:33.0
2		Ralph De Palma	Fiat Cyclone	0:00:36.2

Bruce Brown won the Sir Thomas Dewar $2000 trophy.

24th March: 5 miles - Invitational

1	George Robertson	Benz	0:02:45.2
2	Ralph De Palma	Fiat Cyclone	
R	Fitzpatrick	Red Devil	engine

24th March: 5 miles – Southern Championship, Handicap

1	Gus Grosjean	Pope-Hartford
2	James Laughlin	Cleveland
3	George Robertson	Locomobile
4	Herbert Lytle	Cadillac
5	F.B.Myers	Buick

No time was taken, as the electric timing apparatus had become disconnected.

24th March: 10 miles – Invitational

1	David Bruce Brown	Benz	0:05:14.4
2	Ralph De Palma	Fiat Cyclone	0:05:29.8

24th March: 100 miles (20 miles x 5 laps) – Piston Displacement Race

1	Ralph De Palma	Fiat Cyclone	1:16:53.0
2	Lewis Strang	Buick	1:18:05.8
3	Dewitt	Buick	1:19:31.4
4	Myers	Buick	3 laps
5	Laughlin	Cleveland	3 laps
6	Herbert Lytle	Cadillac	3 laps
7	Robert Burman	Buick	2 laps

De Palma kept going and completed 120 miles in 1:38:27.6. The race had been scheduled for 200 miles, was reduced in length to 60 miles, but ended up with most cars completing 100 miles.

25th March: 1 mile – Invitational

1	Ralph De Palma	Fiat Cyclone	0:00:37.4

25th March: 4 miles - Handicap

1	I.N.Uppercut	Cadillac 30	0:05:03.4	1m05 handicap
2	M.Hotchkiss	Pope-Hartford		0m30 handicap
3	Seamans	Stoddard-Dayton		0m30 handicap

25th March: 4 miles – Handicap

1	M.Hotchkiss	Pope-Hartford	0:05:05.6	0m30 handicap
2	Ralph De Palma	Fiat Cyclone		scratch
3	Seamans	Stoddard-Dayton		0m30 handicap

III Stewart Avenue Hillclimb, GA

27th March 1909 - Atlanta

FP	#	Driver	Car	Time

Event 1 – Touring Cars or Runabouts costing $900 or under

1		Travis	Buick 1908	0:01:15
			Lambert	
			Ford	
			Ford	
			Maxwell Junior	
			Buick 1908	

Event 2 – Touring Cars or Runabouts costing $1500 or under, for The Constitution Cup

1		"Daredevil" Jones	EMF	0:01:08
2		Chalker	Buick	0:01:11.2
			Lambert	
			Ford	
			Ford	
			Overland	
			Oldsmobile	
			Buick	
			Chalmers-Detroit	
			Buick	
			Chalmers-Detroit	
			EMF	

Two cars scratched.

Event 3 – Touring Cars costing $3000 or under, J.D.Rhodes Cup

1		"Daredevil" Jones	Pope-Hartford	0:01:04.8

2	W.J.Stoddard	Pope-Hartford	
		Buick	
		Oldsmobile	
		Selden	

Event 4 – Runabouts costing $3000 or under, E.H.Inman Cup

1	Lewis Strang	Buick	0:00:58.6
2	A.M.Henderson	Stevens-Duryea	0:01:02
		Ford	
		Pope-Hartford	
		Maxwell	

Strang's Buick was protested by Henderson on the grounds that it did not have any dust pans according to the classification or stock cars. It was also protested on the grounds that it was not a stock car and had "irregular construction".

Event 5 – Touring Cars costing $5000, for the Coca-Cola Cup

1	Bob Burman	Buick	0:01:04.8
2	W.J.Stoddard	Pope-Hartford	0:01:05.0
		Oldsmobile	
		Peerless	

Burman's car was protested by Steinhauer and Wight for the same reasons as Strang in Class 4.

Event 6 – Runabouts costing $5000 or under, Fulton County Automobile Association Cup

1	Lewis Strang	Buick	0:00:59
NS		White steamer	Withdrew
NS		Pope-Hartford	Withdrew

Event 7 – Free-for-all, for the Atlanta Journal Cup

1	Lambert	White steamer	0:00:45.8
2	Almand	Stearns	0:00:48.4
		Buick	
		White steamer	
		Packard	
		Overland	

When Lambert was half-way up the course someone hit the cord stretched across the finishing line and tripped the automatic electric timer. Lambert's time was taken by four people, but their watches varied by quite a bit. The judges later announced the official time. Ed Inman, owner of the Stearns, then filed a protest, asking that the engine of the White be measured to see if it was really a stock engine.

I Annual Hillclimb of the San Francisco Motor Club

28th March 1909 – Nineteenth Avenue

FP	#	Driver	Car	Time

Stock cars costing $1200 or less

1	Frank Murray	Buick "White Streak"	0:01:33.4/0:01:24.2
2		Mitchell	0:01:35.0
3		Auburn	0:02:00.2

The first Buick time of 1:34.0 was considered to be incorrect because of some trouble with the electric timing system when it touched the finishing string. The car was asked to run again, and it went 9.2s faster.

Match Race

1		White Steamer	0:01:12.4
R		Stoddard-Dayton	DNF

A protest was entered by A.D.Pluroff stating that some of the White's parts were non-stock. It was then discovered that neither party had signed an agreement, but that arrangements had been made through Tony Nichols, chairman of the committee, and each dealer had understood the terms differently. At a meeting later the committee declared that no contest had taken place.

Cars from $1800 to $3000

1	de Jonghe	Thomas 40	0:01:21.4
2	C.S.Howard	Buick	0:01:2?.4
3	Frank Free	Comet	0:01:26.2
4	L.E.Harvey	Rambler	0:01:30.4
5	A.E.Hunter	Mitchell	0:01:33.4
NS		Oakland	*scratched*

NS		Jackson	*scratched*
NS		Tourist	*scratched*

Cars over $8000

1	D.Bonney	Stearns	0:01:20.0
2	Jack Fleming	Pope Hartford	0:01:20.2
3	C.Onthank	Palmer Singer	0:01:23.4
4	Ray Sheets	Acme Six	0:01:35.4
NS		Peerless	
NS		Thomas Six	

Cars from $1200-$1800

1	Fred Wiseman	Stoddard-Dayton	0:01:20.0
2	W.W.McDonald	Oakland	0:01:40.4
3	Bob Fowler	Overland	0:01:54.2
4	Ely	Tourist	DNF
NS		Jackson	

Ely made another run and completed the hill in 1:41.6

Free-for-all

1	O.C.Joslyn	Stanley Steamer	0:01:13.6
2	Frank Free	Comet	0:01:16.2
3	Gus Seyfried	White Steamer	0:01:18.2
4	D.Bonney	Stearns	0:01:18.2
5	Fred Wiseman	Stoddard-Dayton	0:01:19.0
6	Jack Fleming	Pope Hartford	0:01:20.0
7	C.Onthank	Palmer Singer	0:01:23.4
8	Ray Sheets	Acme Six	0:01:24.8
9	Frank Murray	Buick 40	0:01:2?.?
10	L.P.Harvey	Rambler	0:01:31.6
11	A.L.Hunter	Mitchell	0:01:32.6

Exhibition

1	de Jonghe	Thomas 40	0:01:19.2

Morgan Hill, Logansport, IN

2nd April 1909

FP	#	Driver	Car	Time
1			Oakland	0:00:39

There were ten entries in total.

Chattanooga Hillclimb, TN

23rd April 1909 – Lookout Mountain: 4.9 miles

FP	#	Driver	Car	Time
Stock cars costing $1000 and under				
1		George Dewitt	Buick	0:06:57.6
2		Eddie Kenyon	Buick	
Stock cars costing $2000 and under				
1		Lewis Strang	Buick	0:10:42.4
2		Clarence James	Chalmers-Detroit	
Stock cars costing $3000 and under				
1		Lewis Strang	Buick	0:06:39.8
2		Tuttle	Stoddard-Dayton	
Free-for-all – Special Time Trial				
1		Louis Chevrolet	Buick	0:06:30.4
2		Bert Miller	Stoddard-Dayton	

George DeWitt went into a ditch at the hairpin curve, smashing his car. In the final event, Louis Doerhoefer's Locomobile skidded off the course at the same curve, turning somersault.

Charity Fair Roadability Run, NJ-PA

25th April 1909 – 80 miles

FP	#	Driver	Car	Comment
		Edward S.Lee	American	
		R.C.Maxwell	American Mors	
		George Anderson	Autocar	
		George Freudenmacher	Autocar	
		E.Yards Breese	Autocar	
		Herbert P.Margerum	Buick	
		Harry J.Stout	Corbin	
		Carl F.Adams	Coutterau	
		Daniel Weeden	Dragon	
		C.W.Archinal	Ford	
		D.L.Swift	Ford	
		Horace T.Eisenberg	Franklin	
		William P.Kent	Franklin	
		Edward H.Steel	Franklin	
		E.C.Hill	Franklin	
		William P.Kent	Franklin	
		Marion R.Margerum	Frayer-Miller	
	4	J.H.Morris	Kissell	
		Charles G.Roebling	Locomobile	
		F.G.H.Brakely	Maxwell	
		William L.Milburn	Maxwell	
		H.R.Hawke	Mitchell	
		Dr Walter Madden	Mitchell	
		H.M.Scott	Mitchell	
		Mrs William B.Fulper	Packard	
		Cornelius Turford	Packard	
		R.C.Manning	Peerless	
		Alfred Funk	Pullman	
		J.Spencer Voorhees	Pullman	
		J.R.Sutterly	Pullman	
		J.R.Farlee	Rambler	
		John Toman	Rambler	
		L.H.Clayton	Stanley	
		J.H.D.Kolf	Stanley	
		Lewis Lawton	Stanley	
		Dr Radcliffe	Stanley	
		A.Crozer Reeves	Stoddard-Dayton	
		S.E.Kaufman	Stoddard-Dayton	
		R.K.Bowman	Studebaker	
		Harrington Sickel	Thomas	
		John Gill	Walter	
		C.Edward Murray	Walter	
		Charles G.Roebling	Walter	
		J.H.Blackwell	White	
		George C.Smith	White	
		George C.Smith	White	
		Howard Brock	Winton	
		F.M.Johnson	Winton	
		Harry S.Maddock	Winton	
		A.E.Malhy	Winton	
		James Farrell	Ford	guide car, to place flags on the turns to guide the others.
		John Brock	Buick	confetti car
		J.H.Johnson	Mitchell	auxiliary confetti car

The event, for any car from New Jersey or Pennsylvania, took place over stone roads in Mercer and Burlington Counties, going through Bordentown, Hightstoen, Princeton and Pennington. The rules stated that all state laws had to be observed, so that no more than 20 mph could be run on open roads, and no more than 12 mph where houses were closer than 200 feet. Any driver arrested for speeding was to be disqualified. H.T.Eisenberg and John L.Brock were reported as winners of the event.

Fort George Hillclimb, NY

26th April 1909

FP	#	Driver	Car	Time

Class B – Gasoline cars, $850-$1259

1	Koehler	EMF	0:00:58.4
2		Buick	
3		Buick	

Class C – Cars $1250-$2000

1	Bauer	Oakland	0:00:46.2
2	Dennison	Oakland	
3		Buick	
4		Buick	

Class D – Cars $2000-$3000

1		National	0:00:40.4
2		Chalmers-Detroit	0:00:40.6
3		Knox	0:00:41.2

Class E

1		Palmer & Singer	
2		National	

Class F – 4 cylinder cars, over $4000

1		Simplex	0:00:34.8
2		Simplex	0:00:38.4
3		Stearns	0:00:45
4		Stearns	
5		Stearns	

Class G – 6 cylinder cars, over $4000

1		Stearns	0:00:40.2
2		Acme	0:00:42.4

Class H – Free-for-all

1	David Bruce-Brown	Benz	0:00:28.8
2	Walter Webb	Panhard	0:00:31.6
3		National	0:00:33.6
4		Knox	0:00:33.8

The officials of the meeting refused to permit Mrs Joan Newton Cuneo to drive her Knox Giant in an exhibition against time. She protested and asserted that she would carry the question higher.

Hillside Avenue, Jamaica, NY

27th April 1909 – Straightaway Time Trials

FP	#	Driver	Car	Time
1 mile				
1		David Bruce-Brown	Benz	0:00:35.4, 101.4 mph
		George Robertson	Panhard	
2 miles				
1		David Bruce-Brown	Benz	0:01:16.4, 94.73 mph
		George Robertson	Panhard	

It was reported later that the courses used were short, the one mile course being 235 feet short, and the two mile stretch 270 feet short. This fact invalidated the records that had been achieved with the times quoted above.

Cumberland Park, TN

29th April 1909 – 1 mile oval

FP	#	Driver	Car	Time
1 mile – Free-for-all				
1		Louis Chevrolet	Buick 30	0:01:00
2		Greiner	Thomas 90	
3		Bone	Dorris 40	
5 miles – Stock cars, costing $3500 and under				
1		Lewis Strang	Buick 30	0:05:36.4

2	Bone	Dorris 40	
3	Dewitt	Buick 22	
4	Suth	EMF 30	

10 miles – Free-for-all

1	Louis Chevrolet	Buick 30	0:10:21.2
2	Bone	Dorris 40	
3	Dewitt	Buick 22	
4	Suth	EMF 30	

Races were part of the Spring Festival in Nashville.

Columbus, SC

1st May 1909

FP	#	Driver	Car	Time

10 miles

1			White Model C Steamer

The White also made the fastest mile.

Note that the date isn't properly known – the date shown is an educated guess. The races may have taken place sometime at the end of April. They took place as part of the Columbus Festival.

Motor Club of Harrisburg Endurance Run, PA

3rd-6th May 1909

Entrants:

#	Cl	Car	Entrant	Drivers	Road Pens	Tech Pens	Score
1	A	Oldsmobile	Olds Motor Works	Tom Berger	172	46	218
2	A	Pullman	York Motor Car Co	Tom Robert Morton	574	10	584
3	B	Pullman	Keystone Motor Car Co	A.E.Cocklin	52	4	56
4	C	Pullman	Keystone Motor Car Co	H.P.Hardisty	374	8	382
5	D	Pullman	York Motor Car Co	J.G.Goodwin	292	23	315
6	A	Rambler	Thomas B Jeffery & Co	F.W.Darnstead			
7	D	Middleby	E.B.Hume & Co	E.B.Hume			
8	B	Maxwell	Andrew Redmond	C.E.Goldswaite	323	4	327
9	B	White	Walter C.White	W.B.Rheinick	Withdrawn		
10	A	White	Walter C.White	W.C.White	90	6	96
11	A	Thomas	Ideal Motor Car Co	Max Graupner			
12	A	Franklin	Central Pennsylvania Auto Co	Clayton S.Carris	19	2	21
14	A	Chalmers-Detroit	C.B.Lorimer	C.B.Lorimer			
15	C	Peerless	P.F.Dupont	Ed Burnshaw	50	8	58
16	D	Maxwell		J.E.Sellers	660	32	692

There were four classes:
Class A – Touring Cars costing $2250 and over – Competing for the Governor's Cup.
Won by #12 Franklin.
Class B – Touring Cars costing under $2250 – Competing for the Board of Trade Cup.
Won by #4 Pullman.
Class C – Runabouts costing $2000 and over – Competing for the National Capital Cup.
Won by #13 Peerless.
Class D – Runabouts costing under $2000 – Competing for the Patriot Cup.
Won by #5 Pullman.

May 3 – Harrisburg to the New Willard Hotel, Washington DC, via Gettysburg, Hagerstown and Frederick. 153.2 miles.
May 4 – Washington DC to Harrisburg via Baltimore, Littlestown, York and Lancaster.
May 5 – Harrisburg to Wilkes Barre, via Sunbury, Williamsport and Bloomsburg. 180 miles.
May 6 – Bloomsburg to Harrisburg.

One of the Maxwell's damaged a spring at Shickshinny and stayed there for repairs on the 5th May. Also on the 5th May, the #16 Maxwell struck a horse to the west of York, overturning.

J.E.Sellers, the driver, and his mechanician were thrown from the vehicle, sustaining severe cuts and bruises. The horse was instantly killed.

Montgomery Fairgrounds, AL

4th May 1909

FP	#	Driver	Car	Time
1 mile – Exhibition				
		Louis Chevrolet	Buick 30	0:00:56
100 miles (1.00 miles x 100 laps)				
1		Louis Chevrolet	Buick 30	2:06:00

Chevrolet had tyre troubles at various stages during the race.

Race				
1		George Dewitt	Buick	
Race				
1		George Dewitt	Buick	
Race				
1		George Dewitt	Buick	

Postponed from April 27th due to rain.

Birmingham, AL

7th May 1909 – 100 miles

FP	#	Driver	Car	Time
1		Tilford Cowell	Chalmers-Detroit	55 miles
R		Lewis Strang		51 miles/crash

Strang was leading when his right front wheel came off, causing the car to crash into the fence with 100 feet of where Stricker crashed and died in the previous Autumn. Strang escaped with severe bruising. The race was stopped 4 laps later, and the win given to Cowell.

Olympia Park, TN

8th May 1909 – Chattanooga

FP	#	Driver	Car	Time
1 mile – Free-for-all				
1		Lewis Strang	Buick 30	0:01:20
2		George Dewitt	Buick 22	
3		Clarence James	Thomas Flyer	
4		Burk	Oldsmobile	

Strang raced with one arm in a sling and a bandage around his head following his accident the day before in Birmingham.

5 miles – Stock cars, $1500 and under				
1		George Dewitt	Buick 22	0:07:00
2		Duffy	Chalmers-Detroit	
3		Dickson	Mitchell	
5 miles – Stock cars, Free-for-all				
1		Lewis Strang	Buick 30	0:06:50
2		Duffy	Thomas 60	
3		George Dewitt	Buick 22	
5 miles – Tennessee Championship				
1		Duffy	Thomas 60	0:07:05
2		Clarence James	Chalmers-Detroit	
3		Burk	Oldsmobile	

Restricted to cars owned and driven by residents of Tennessee.

10 miles – Chattanooga Derby

1	George Dewitt	Buick 22	0:14:46.4
R	Lewis Strang	Buick 30	7 miles

The race distance was scheduled to be 50 miles, but was cut to 10.

Race meeting was originally scheduled for the 23rd-24th April, but was delayed due to rain which made the track too heavy.

Santa Rosa, CA

9th May 1909 – 42 miles

FP	#	Driver	Car	Time
Entrants:				
	1	Fred Wiseman	Stoddard-Dayton	
	2	Ray Sheets		
	3		Thomas	
	4		Speedwell	
	5	Plumming	Pope-Hartford	
	6	J.Burns	White Steamer	
	7	Charles Soules	Stearns	
	8	Earl Cooper	Comet	
	9	Frank Murray	Buick	
	10		Stevens-Duryea	
	11	D.A.Bonnet	Stearns	
	12	M.Peters	Stoddard-Dayton	
	13	Howard Warner	Packard	
	14	Ely		

The results of the race are not known

West Point, NE

13th May 1909

FP	#	Driver	Car	Time
5 miles – Time Trial				
		S.B.Hoesly		0:11:30
		Paul Henyan		0:10:23

The Schinstock brothers, horse breeders from West Point, constructed a new track on their property and held an auto race as part of the horse races held on the opening day, 13th May.

Automobile Club of Maryland Endurance Run, MD

15th May 1909 – 186 miles

Ran from Baltimore to Hagerstown, Gettysburg, Chambersburg and back to Baltimore. A Winton Six and a Packard tied for first place, both having lost two points – the Winton for having two loose fender bolts, and the Packard for filling up with water. Two cars, a Gaeth and the Winton Six mentioned before, had their gearboxes sealed up by the organising committee before starting, making it impossible to use anything but high gear. The Winton completed the run in 5h05, and was so far ahead of schedule that it had to keep the engine running for a further three hours and fives minutes to prevent disqualification. To determine an outright winner, the Winton driver proposed sealing everything up but the gasoline and oil tanks and running the two cars until one of them failed. It is not known if this was done, or whether an outright winner was declared.

II Norristown Automobile Club Endurance Run

18th-19th May 1909

#	Class	Car	Driver	Remarks

2	A	Oldsmobile	Lew Berger	Perfect score
4	A	Midland	E.C.Hays	Perfect score
10	A	Cadillac	Frank Paxson	Perfect score
12	A	Buick	Charles Mann	Perfect score
13	A	Franklin	C.S.Cariss	Perfect score
		Kissel Kar	W.H.Rogers	Perfect score
	B	Studebaker	Frank Yeager	Perfect score
	B	Franklin	William Crawford	Perfect score
	Special	Ford runabout	Van Peacock	
	Special	Ford runabout	Joseph Graham	

The course went from Norristown, PA to Hagerstown, MD, and return. It was the first endurance run run in accordance with the revised rules decided upon and adopted by the contest boards of the American Automobile Association and the Manufacturers' Association. This introduced a table of penalisation points to be adhered to in all technical inspections.
Through an error, Joseph Graham was given a running car of the non-contestant class. The Kissel Kar of W.H.Rogers attempted to avoid a team of heavy horses in Harrisburg on the 18th, breaking a steering knuckle as the car collided with the team. Rogers and observer Kirkbride were thrown out, but not seriously injured.

Delaware Valley Endurance Run, NJ

18th-19th May 1909 – 158.6 miles

#	Cls	Entrant	Car	Driver	Score
1	A	J.Chauncey Van Horn	Overland	J.C.Van Horn	1000
2	B	John L.Brock	Winton	John L.Brock	948
3	B	Stogle, Vogel Co	Midland	Hayes	1000
4	A	Harry Stout	Pullman	Harry Stout	998
5	A	John Toman	Maxwell	John Toman	1000
6	A	C.F.Adams	Regal	S.E.Allen	1000
7	B	S.E.Kaufman	Stoddard-Dayton	Owen Moon Jr	1000
8	A	H.A.Cook	Brush	McLauren	DNF
9	A	C.B.Ackers	Ford	C.B.Ackers	1000
10	B	Crawford Auto Co	Crawford	Gillam	1000
11	A	N.P.Druck	Herreschoff	Titus	884
12		R.C.Manning	E.M.F.	Druck	DNS
14	B	R.C.Manning	Oldsmobile	N.P.Druck	1000
15	B	R.C.Manning	Peerless	R.C.Manning	1000
16	B	Crawford Auto Co	Crawford	Sharp	No report
17	A	Mitchell Sales Co	Mitchell	Driscoll	860
18	A	Mercer Auto Co	Mercer	C.H.Wehner	1000
19	A	Oscar Tacharky	Mercer	Oscar Tacharky	DNF
20	B	W.S.Maltby	Pullman	Hardesty	1000
21		Trent Auto Supply Co	Locomobile	Harper	DNS
22	A	John L.Brock	Buick	Eisenberg	1000
23	B	W.S.Sharp	Sharp Arrow	Harper	923

The route started at Trenton House, taking Brunswick Avenue to Lawrenceville and Princeton. Princeton was left on Nassau Street, past Carnegie Lake to Kingston, then Rocky Hill, Belle Mead, Somerville, Pluckamin, Far Hills, Bernardsville, Morristown, German Valley, over Schooley's Mountains to Hackettstown, Danville, Belvedere, Towsbury and Butzville. From Butzville the route went back to Belvedere following the Pequest Creek Road, then on to Phillipsburg, Frenchtown, Lambertville, and back to Trenton.
12 of the 21 starters finished with perfect scores. Harry Stout did complete the course perfectly, but checked into the finish two minutes early and was penalised one point for each minute.
To try and resolve the winner, the Delaware Valley Elimination Automobile Run was held on the 27th and 28th May. A 68 mile course was used, starting at the Hotel Windsor, with entrants having their cars checked at the end of each lap. Eight cars started the elimination – these were:- #1 Overland, #5 Maxwell, #6 Regal, #7 Stoddard-Dayton, #10 Crawford (driven by Harry Shed), #14 Oldsmobile #15 Peerless, #18 Mercer.
John Toman in the Maxwell went out on the first lap at New Egypt when the ground wire gave out. Owen Moon in the Stoddard-Dayton completed the first lap with a perfect score, but withdrew because of the illness of Mrs Moon who was in hospital recovering from appendicitis. The Regal, driven by S.E.Allen, arrived one minute before its maximum time and was excluded. It started the second lap under protest, but the exclusion was upheld. The Peerless driven by R.C.Manning picked up a puncture at the Battle Monument, but completed the first lap on time and wasn't penalised. The #1 Overland driven by J.C.Van Horn left the start at Trenton in a hurry, and managed to skid on the wet asphalt pavement of East State Street in front of City Hall. The guide car carrying Mayor Walter Madden, Assistant City Clark Charles Remsen and

Harry Bergen broke down at New Egypt, which meant that Moon had to proceed around the first lap without the aid of a marked course. The cars were set off at five minute intervals. The Crawford eventually stopped with a perfect score after five laps, because the driver wouldn't take the risk of driving at night after his lights failed. The Regal was ditched when taking a hairpin near Cookstown – it got out and finished, but was penalised for it. Class B was won by the Peerless, after the Oldsmobile was withdrawn – it was classified as second. Class A was won by the Overland, with the Mercer second. The following awards were made:

Stokes Cup – Overland
Sunday Advertiser Cup – Mercer
Manning Cup – Regal
Kuser Cup – Maxwell
Committee Cup – Ford and Pullman

Fort Worth-Waco-Dallas-Fort Worth Economy and Endurance Run, TX

21st May 1909 – 250 miles

#	Car	Driver	Observer	Weight (lbs)	Fuel used (ozs)	Score
1	Franklin 28	C.W.Talbot	B.R.Webb	3150	2816	0.8931
2	Franklin G	M.T.Bell	T.S.Sims	2543	1888	0.7420
3	Maxwell 28-30	Jesse Illingworth	E.J.Eaton	3110	2816	0.9054
4	Brush	*withdrawn*				
5	Chalmers-Detroit 30	Durrell Padgitt	J.H.Taylor	3140	2240	0.6113
6	Great Western	*Withdrawn*				
7	Maxwell	E.R.Vernon	H.H.Sprinkle	*Disqualified through failure to report fuel usage.*		
8	Jackson	M.A.Holmes	R.C.Parker	*Not competing.*		
9	Buick	E.L.Welant	W.F.Reynolds	*Not competing.*		
10	E.M.F. Studebaker			*Failed to finish.*		
11	Willy's Six			*Failed to finish.*		
12	Jackson			*Failed to finish.*		
13	White Steamer	Arthur Say	J.T.Hamilton	*Not competing.*		
14	Rambler	Harry Coleman	M.F.Wortham	3405	3968	0.1165
16	Overland	*Withdrawn*				
17	Rambler			*Failed to finish.*		
18	Velie 30	Joe N.Girard	W.M.Oden	3100	2432	0.7825

The Economy Cup was won by the Chalmers-Detroit, which used 17.5 gallons of fuel. The award was made based on the consumption and the weight of the car (the Franklin G used less fuel, but weighted less too). The #3 Maxwell won the Endurance Cup by 1 point from the #1 Franklin. Charles Padgett hit a bridge on the first day near Holesborough, throwing passenger J.R.Lucy from the car. He had been sitting in the rear of the car, and was knocked unconscious.

II Annual Hartford Automobile Club Endurance Run, CT

22nd May 1909 – 214.1 miles

26 cars started, 16 finished with perfect scores. The day was rainy, resulting in heavy, muddy roads.

Shingle Hill, CT

26th May 1909 – 0.91 mile hillclimb

FP	#	Driver	Car	Time
Gasoline Stock Cars				
1		Barnes	Buick	
2		Gates	Overland	
Cars costing $1250-$2000				
1		Burman	Buick	0:01:07.6
2		Bell	Buick	
3		Becker	Chalmers-Detroit	

Cars costing $2000-$3000

1	Beicher	Knox	0:01:05.2
2	Cameron	Chalmers-Detroit	
3	Tuttle	Stoddard-Dayton	

Cars costing $3000-$4000

1	Miller	Stoddard-Dayton	0:01:05.6
2	Ricingil	Alling	
3	Bourne	Packard	

Cars costing $4000 and over

1	Fred Molt	Simplex	0:01:04.0

Free-For-All

1	David Bruce-Brown	Benz 120 hp	51.8s

Organised by the Yale Auto Club.

II Annual Automobile Dealers' Association of California 24 Hour Run

30th-31st May 1909

Event was run in San Leandro - 12 laps had to be completed within 24 hours. Five cars finished without penalisation - they were a Mitchell, a Velie, an Inter-State, and Acme and an Auto Car. A Studebaker 30 almost finished with a perfect score, but the driver throttle his motor down too much when checking in and was penalised four points because it stopped completely. A Buick 40 driven by Howard managed the fastest lap, in 1:26:30 at a speed of 45 mph. An EMF was penalised four points for a carburettor adjustment due to rubber shavings in the gasoline - the same thing was found in the Apperson and the Speedwell.

Savannah-Augusta Endurance Run, GA

31st May 1909 – 135 miles

FP	#	Entrant	Car	Penalty Points
		F.C.Battey	Stevens-Duryea	25
		R.V.Connerat	Buick	100
		T.A.Bryson	Chalmers-Detroit	0
		T.S.Heyward	EMF	0
		R.Brockett Jr	Maxwell	175
		R.V.Connerat	Buick	DSQ
		C.R.Henderson	Reo	100
		T.E.Youman	Buick	50
		Percy Evans	Buick	retired
		Harvey Granger	Stevens-Duryea	25
		T.A.Bryson	Stevens-Duryea	50
		N.G.Brown	Packard	0
		J.S.Weeks	Franklin	50
		R.R.Oakman	Franklin	retired
		K.C.Manning	Jackson	52
		George Mouro	Acme	0
		Arthur W.Solomon	Stevens-Duryea	25

Ran by the Savannah Automobile Club under the auspices of The Atlanta Constitution and The Savannah Morning News. 17 cars started from Savannah, 14 finished at Augusta, 4 with perfect scores.
18 miles out of Augusta when decending a steep hill, a Buick entered by R.V.Connerat and driven by T.Newell West suffered an exploding rear tyre. It had been travelling at around 50 mph, and skidded, sliding into a mile post. It travelled 6 miles further on the rim before stopping, and the party in the car were brought to Augusta by the Pathfinding Buick driven by R.V.Connerat. The crashed car's registration number was Savannah 313, and it crashed into the thirteenth mile post.

Giant's Despair, PA

31st May 1909 – 1 mile hillclimb

FP	#	Driver	Car	Time
1		David Bruce-Brown	Benz 120 hp	0:01:31.6
2			Chadwick	0:01:35.8
3			Fiat	0:01:36.6

4		Knox	0:01:38.0

Sport Hill, CT

31st May 1909

FP	#	Driver	Car	Time
Gasoline cars costing $850 or under				
1		Goldthwaite	Maxwell	0:02:10.4
Gasoline cars costing $850-$1250				
1		Bob Burman	Buick	0:01:30.0
Cars costing $1251-$2000				
1		Bob Burman	Buick	0:01:20.2
Cars costing $2001-$3000				
1		Lee Lorimer	Chalmers-Detroit	0:01:20.8
Gasoline runabouts costing $2001-$3000				
1		Lee Lorimer	Chalmers-Detroit	0:01:16.4
Gasoline cars costing $3001-$4000				
1		Hughes	Allen-Kingston	0:01:18.0
Cars costing over $4000				
1		Pepperday	Isotta	0:01:17
Gasoline Cars, Amateur Drivers				
1		H.W.Webb	Panhard 120 hp	0:01:09.6
Free-for-all				
1				0:01:16
2			Columbia	
3			Detroit	
R		Glenn Eldredge	Isotta 50 hp	

Eldredge's car left the road, and after hitting a small tree ran into the crowd, injuring several. Hosmer C.Potter broke four ribs, fractured his skull and dislocated his shoulder, Joseph Spittler broke both legs,and Joseph Gorman, Herbert Loewith, William Rieling and George Guring each broke a leg. The six men had ben sitting together at the side of the road.

Decatur, IL

1st June 1909

FP	#	Driver	Car	Time	
50 miles – Decatur Derby					
1		Lewis Strang	Buick 30	0:59:04.2	
2		George DeWitt	Buick 22		
3		Cleveland	Pope-Hartford		
4		Fowler	Haynes		
5 miles – Free-for-all					
1		Lewis Strang	Buick 30	0:05:52.6	
2		George DeWitt	Buick 22		
3		Hart			
5 miles – Handicap					
1		Lewis Strang	Buick 30	0:05:50.2	*scratch*
2		George DeWitt	Buick 22		*15s handicap*
3		Dukie			*45s handicap*

The races were to have taken place on the 31st May, but were delayed due to rain.

Ocean-to-Ocean Race

1st-24th June 1909 – New York-Seattle: 5000 miles

Entrants (Starters):

#	Car	Entrant	Driver	Mechanic
1	Ford Model T	Ford Motor Company	Frank Kulick	H.B.Harper
2	Ford Model T	Ford Motor Company	W.B.Scott	C.J.Smith
3	Acme	Acme Motor Company	George Salzman	F.R.Sheets *
4	Shawmut	Shawmut Motor Co	T.A.Pettingill	R.H.Messer/E.H.Chapin
5	Itala	Robert Guggenheim	G.Lechleitner	F.R.Whittemore/E.H.Bellows

* also carrying Jerry Price & J.A.Hemstreet

Other Entrants (Did Not Start):

Stearns	Oscar Stolp
Simplex	Simplex Auto Company
Thomas	George Buse
Thomas	E.R.Schmidt
Franklin	S.S.Mapes
Welch	L.H.Perlman
Stearns	Charles Watson
Garford	"Wally" Owen

The pathfinder car was a Thomas Flyer. It took two months to reach Seattle, travelling in March and April. This race (although entrants were meant to stick to all local speed limits) was the first time that Ford had officially entered a race since Kulick almost fatally crashed in 1907, and was an attempt to publicise the new Model T. Ford had by this tima a nationwide network of car dealers, and they were put to use during this race as a series of service stations and route guides. This put them at a big advantage over the others - for instance, there were few Shawmut's sold outside of New York state. The route itself wasn't fixed - as long as the cars passed the check points, they were free to take whichever roads they wished.

4th June
The contestants arrived in Erie, PA, around 9am. The local authorities decided that they were running too fast, and Fay R.Sheets, one of the drivers, was arrested on a charge of speeding. He deposited $25 for his appearance in court and immediately left town.

5th June
Oscar Stolp made a belated start in the race aboard a Stearns. Leaving just after midday, Stolp only made in 24 miles out of New York before he dropped out of the race. The other entrants had started the morning in Toledo, OH, on their way to Chicago. The driver of the Itala contracted diphtheria while on the road between South Bend and Chicago, and had to be replaced. The car ultimately dropped out at Cheyenne, Wyoming.

7th June
The two Ford cars arrived in St.Louis at 4:55am, followed two hours later by the Shawmut.

8th June
The two Ford's arrived in Kansas City at 5:35pm, followed an hour later by the Acme and Shawmut. The Ford cars had been only a few minutes ahead at Glasgow, Missouri, but reached the Missouri river ferry first, and the other cars were delayed as a consequence.

14th June
The Itala arrived in Marshall, Missouri suffering from extensive damage. It had been cross the Missouri river on the railroad bridge at Glasgow when it was struck by a freight train. The gasoline tank was knocked off, and the front axle damaged.
The #2 Ford arrived in Fort Steele, Wyoming, at 7:20 pm, having crossed the North Platte river on the Union Pacific Railroad bridge. The Shawmut had earlier left Laramie several hours ahead of the Ford, but they had no permit to use the railroad bridge at Ford Steele, and the wagon bridge was impassable.

19th June
The #1 Ford arrived in Pocatello, Idaho, at 2am. The drivers rested in the town, continuing onwards at 9am. Ford #2 left Montpelier, Idaho at 8am, while the Shawmut broke down at Bancroft, fifty miles to the east.

20th June
The Acme left Bosler, having spent four days there repairing a broken shaft.

24th June
The #2 Ford, driven by W.Bert Scott, crossed the finishing line at the main entrance to the Alaska-Yukon-Pacific Exposition to the cheers of 15,000 people in Seattle, winning the Guggenheim Trophy and $2000. The car had been out of New York for 22 days and 55 minutes. The Shawmut arrived second, and won $1500. Ford #1 arrived on the following day, and the exhausted crew put the car in a garage and went to bed in a downtown hotel, rather than show up at the exposition grounds.
However, the Shawmut crew protested the result, levelling three charges. They asserted that "First, at Fort Steele, Wyoming, where the wagon bridge was washed out, the two Ford cars were

allowed to cross on the railroad bridge by virtue of special permits, while the Shawmut was refused access to the bridge, being delayed sixteen hours.
Second, that the Ford No. 2 broke the rules regarding the actual driving. In the Snoqualmie pass, it is alleged, an employee of the Ford branch in Seattle met the racer and proceeded to get into the driver's seat and operate the car. Later the regular driver, who had sent the car across the continent, went back at the wheel.
Third, that the Ford No. 2 arrived in Seattle with a new axle, one that had not been stamped in New York city, thus breaking the rules against putting in new axles if the old one had worn out."
The attorney who filed the protest declined to discuss the complaints further until the protest committee had heard the evidence. Five days later, on June 30th, the protest was disallowed by referee Robert Guggenheim, who found that the evidence did not sustain any of the charges that the Ford had violated the rules. So the following day the Shawmut crew appealed to the contest committee of the Automobile Club of America about the decision of the race referee. Five months later the winning Ford was finally disqualified for illegally changing an engine, and the Shawmut was declared the winner, but by this time Ford had already made the most of the free publicity in winning the race, and had the sales to prove it. The changed result went largely unnoticed. Years later, C.J.Smith, a mechanic in Ford #2, admitted that the engine might have been changed by "one of the many Ford dealers who were eager to see it win" while en-route.

Mt Vernon Hillclimb, NY

5th June 1909

FP	#	Driver	Car	Time
1			Oakland	0:00:25.2

There were 25 entries.

Porter Hill, OH

5th June 1909 – 0.5 mile Hillclimb

This was a climb with a 16% grade and no turns. A Hupmobile and Babcock electric entered, but the result isn't known.

Hoopeston, IL

9th June 1909 – Hillclimb

FP	#	Driver	Car	Time
			Oakland	0:00:30.25

The Oakland won in both the $2000 and $30000 classes.

Newport Hill, Cleveland, OH

9th June 1909 – Hillclimb

FP	#	Driver	Car	Time
			Oakland	0:00:55.8

The Oakland won both the runabout and touring car classes selling at $2000.

Douglas Park, KY

9th June 1909 – Louisville, 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Stock chassis				
1		Lewis Strang	Buick 30	0:06:06.2
2		Tilford Cowell	Chalmers-Detroit 30	

There were no other starters, $100 was awarded to the winner.

5 miles – Special classification under rules of AAA

1	Lewis Strang	Buick 30	0:05:16.8
2	C.C.Merz	National 35	
3	Walter Donnelly	Packard 30	

10 miles – Free-for-all, $100 Prize

1	Barney Oldfield	National 60	0:10:50.6
2	Lewis Strang	Buick 30	
3	Louis Doerhoefer	Locomobile 40	

5 miles - $100 Prize

1	Tilford Cowell	Chalmers-Detroit 30

Cowell was the only entrant and won by forfeit, as Strang withdrew on account of the wet track.

Held in conjunction with the Shriner's Convention. The day was interrupted by several rain showers.

Allen Reliability Run, CO

11th June 1909 – Denver-Pueblo

Although the event itself doesn't seem to have been reported, it was reported afterwards that George H.Edwards of Colorado Springs protested the result as his Sterling 30-35 car was tampered with. According to the Colorado Springs Gazette, "Mr Edwards' car was inspected and approved by tour inspectors Friday morning before leaving Denver. He was the last starter and arrived here fourth – 1 hour 8 minutes ahead of his schedule. It was examined upon arriving at the garage here and a brass bar several inches long was taken from the differential. Just how the brass came to be there is what Edwards would like to know. Edwards claims that he was authorised by one of the official inspectors to repair his car to the extent of putting in a new rear axle. When the car arrived in Pueblo, 45 minutes ahead of time, it was disqualified. Edwards claims that this action is unjust." A Franklin D finished second, and 16 cars took part.

IV Dead Horse Hillclimb, Worcester, MA

12th June 1909

FP	#	Driver	Car	Time

Scheduled events:
Event 1 – Gasoline cars, 451-600 c.i, piston displacement, minimum weight 2400 lbs. Two entries.
Event 2 – Gasoline cars, 300-450 c.i. displacement, 2100 lbs. Five entries.
Event 3 – Gasoline cars, 281-300 c.i. displacement, 1800 lbs. One entry.
Event 4 – Gasoline cars, 161-230 c.i. displacement, 1600 lbs. Two entries.
Event 5 – Gasoline cars, 160 c.i. or under, 1200 lbs. One entry.
Event 6 – Motorcycles.
Event 7 – Free-for-all. Five entries.
Event 8 – Amateur owners to drive, Worcester County Championship. Three entries.
Event 9 – Amateur owners to drive, Open. One entry.
Event 10 – Gasoline stock cars, $851-$1250. Three entries.
Event 11 – Free-for-all gasoline stock cars, 600 c.i. or over. Two entries.
Event 11A – Free-for-all gasoline stock cars, 450-800 c.i. displacement. Two entries.
Event 11B – Free-for-all gasoline stock cars, 450 c.i. or under. Four entries.
Event 12 – Gasoline stock cars, $1251-$2000. Two entries.
Event 13 – Gasoline stock cars, $2001-$3000. Four entries.
Event 14 – Gasoline stock cars, $3001-$4000. Two entries.
Event 15 – Gasoline stock cars, $4001 and over. One entry.
Event 16 – Record for the hill, Open. Three entries.

David Bruce-Brown had entered his Benz in the free-for-all against L.F.N.Baldwin's Stanley Steamer. William Bourque (Knox), Harry L.Grant (Alco) and C.S.Hall (Chalmers-Detroit) were also entered in the same event. Unfortunately the results aren't known, although Jimmie Ryall won four events in his Buick.

Catskill-Berkshire Sealed Bonnet Tour, NY

12th-14th June 1909

Ran by the New York Automobile Trade Association. In the class for cars $1251-$2000, three Mitchell's and an Interstate got perfect scores. In the class for cars $2001-$3000, a National, Columbia, Franklin and Knox got perfect scores. In the other two classes, a White, Franklin, Oldsmobile and Thomas taxicab got perfect scores. A Lancia also completed the course as a non-contestant without penalisation. The two Franklin's were models D and H.

Quaker City Motor Club Endurance Run, PA

14th-18th June 1909

FP	#	Driver	Car	Time
		Walter Wallace Jr	Palmer-Singer	
		Frank Hardart Jr	Elmore	
		Walter Gram	Mitchell	
		Clayton S.Carris	Franklin	
		W.Shuttleworth	Haynes	
		Dr J.R.Overpeck		Pathfinder

Route:
First Day - Philadelphia, Norristown, Jeffersonville, Eaglesville, Perkiemen, Collegeville, Trappe, Limerick Square, Limerick Centre, Crooked Hill, Douglas, Amity, Stonersville, Jacksonwald, Reading, Tuckerton, Ondalonia, Berkley, Loesport, Mohrsville, Mount Pleasant, Buckhorn, Sunbury, Williamsport. 180 miles.
Second Day - Williamsport, Lock Haven, Milesburg, Fowler, Altoona, Bennington Furnace, Summit Station, Cresson, Ebensburg, Johnstown. 165 miles, allotted time was 7h15m.
Third Day - Johnstown, New Florence, Bodver, Blairsville, Cokeville, New Alexander, Conrity, Belmont, Manordale, Murryville, Monroeville, Wilkinsburg, Pittsburg. 78 miles.
Fourth Day - Pittsburg, Turtle Creek, Wilmordine, East Keesport, Irvin, Greensburg Mines, Crab Tree, New Alexander, Blairsville, Edenburg, Summit Frankstown, Covedale, Huntington, Allenville, Belleville, Yeagerstown, Lewiston. 165 miles.
Fifth Day - Lewiston, Minersville, Centreville, Duncannon, Bridgeport, Harrisburg, Steelton, Middletown, Painsbridge, Lancaster, Coatesville, Fairmount Park. 165 miles.

The Palmer-Singer broke a spring on the first day, breaking its perfect score - the roads were hard going due to the previous days rain. There had been eighteen entries, but only six started. The Franklin was the first to finish, followed by the Mitchell and the Haynes. The Elmore was stalled at Belleville, and the Palmer-Singer in Harrisburg.

Readville, MA

18th June 1909

FP	#	Driver	Car	Time
5 miles - Stock cars, for the Bailey Trophy				
1		D.W.Shaw		0:05:25
2		A.W.Merriam		
3		James Ryall		
5 miles - Special match race				
1		Harry Grant	Alco	0:05:06
2		Hugh Hughes		
5 miles - Touring cars, 16 hp and under				
1		D.O.Hayes	Midland	0:06:04.6
Stripped Stock cars, over 36 hp				
1		L.B.Lorimer	Chalmers-Detroit	0:09:0?.2
2		H.W.Shaw	Stoddard-Dayton	
3		Hugh Hughes	Allen-Kingston	
3 miles - Stock car roadsters or runabouts up to 30 hp				
1		Coffey		0:03:38
2		L.F.Cameron	Chalmers-Detroit	
5 miles - Stock car roadsters or runabouts, 31 hp and over				
1		S.L.Rogers	Welch	0:05:16

2	C.A.Glenworth	Allen-Kingston	
3	L.F.Cameron	Chalmers-Detroit	

1 mile – Record Attempt

1	Ralph de Palma	Fiat	0:00:54

25 miles – Free-for-all

1	Ralph de Palma	Fiat	0:23:35
2	L.B.Lorimer	Chalmers-Detroit	
3	Charles Basle	Buick	
R	Harry Grant	Alco	right rear shoe

Part of Bunker Hill Day race meeting held by the Bay State Automobile Association. James B.Ryall entered several events as an amateur, was allowed to compete under protest. De Palma broke the record for 25 miles in the free-for-all.

Corsicana, TX

21st June 1909

FP	#	Driver	Car	Time

1/8 mile – Corsicana Motor Company Cup (members only), Against Time

1	Waddel	Hupmobile 18 hp	0:00:23
2	Homer Pace	Winton 48 hp	0:00:35.5
3	Ben Blackman	EMF 30 hp	0:00:38.5
4	Stephenson	Maxwell 14 hp	0:00:39.5
5	Martin	Brush 7 hp	0:00:58.5
6	Hugh Drane	Overland 30 hp	withdrawn

5 miles – Cars costing from $400-$800

1	Waddel	Hupmobile 18 hp	0:08:55
2	Martin	Brush 7 hp	
3	Burford	Elmore 10 hp	

5 miles – Time Trial

1	Childress	Jackson 40 hp	0:06:15

1 mile – Time Trial

1	Martin	Ford 18 hp	0:01:43

1 mile – Time Trial

1	Homer Pace	Winton 48 hp	0:01:33

The events were run under the auspices of the Automobile Club of Corsicana.

Fort Ancient, OH

26th June 1909

Located between Dayton and Cincinnati. Hupmobile claimed in an advert that they won the climb. An Oakland won in the $2000 class and the free-for-all, defeating five other cars and setting a time of 1m17.2.

Columbus Driving Park, OH

2nd July 1909

FP	#	Driver	Car	Time

5 miles - Exhibition

1	Barney Oldfield	National	0:04:45.6

Oldfield was barred from competing in the races because it was claimed that his car was not a stock car, but a racing car.

10 miles

1	Lewis Strang	Buick	0:09:52.3

5 miles – Stripped Stock Chassis, $1251-$2000

1	Bob Burman	Buick	0:04:55

2	Lewis Strang	Buick	
3	Earnest Firestone	Columbus	

25 miles

1	Harry Lorimer	Chalmers-Detroit Bluebird	0:26:06.4

1 hour race

1	Bob Burman	Buick	55.75 miles

10 miles – Stripped Stock Chassis, Ohio State Championship

1	Barney Oldfield	National	0:11:30
2	Sohleroth	Pope-Hartford	
3	Earnest Firestone	Columbus	

Sohleroth was delayed at the start as he had to jump out and crank his car again.

5 miles – Stripped Stock Chassis, $3000 and under

1	Bob Burman	Buick	0:05:18
2	Lewis Strang	Buick	
3	Cannon	Chalmers-Detroit	

100 miles

1	Bob Burman	Buick
2	Lewis Strang	Buick
R	George Dewitt	Buick
R	Harry Lorimer	Chalmers-Detroit
R	Monk Cowell	Chalmers-Detroit

IV Annual Reliability Tour of the Binghamton Automobile Club, NY

2nd-3rd July 1909 – Binghamton-Boston-Binghamton: 800 miles

The run, for the Johnson Cup, was won by a Cadillac 30 driven by Harry Doherty and owned by Dr Jeremiah McDonald – it achieved a perfect score. The Cadillac's average speed was 25 mph for the entire distance.

Easton, MD

5th July 1909 – 2 mile dash

FP	#	Driver	Car	Time
1		D.B.Wolcott	Ford	0:03:06.5
2		John Fisher	Ford	

Emeryville Race Track, CA

5th July 1909

FP	#	Driver	Car	Time

10 miles – Electric Cars

1	R.Scraba		0:25:40
2	G.A.McDougal		

3 miles – Match Race

1	W.J.Quinn	1908 Mitchell	0:05:08.4
2	C.J.Downey	1907 Mitchell	

3 miles – Cars costing $1000

1	S.Hall	Buick	0:04:56.4
2	D.A.Botney		

1 mile – Match Race

1	Earl Cooper	Comet	0:00:54.4
2		Gray Ghost	

5 miles – Match Race

1	Reliance Club	Buick "White Streak"	0:07:44.2
2	Olympic Club	Buick "White Streak"	

Match race between Olympic and Reliance Clubs.

10 miles – Cars costing $1000-$1500, Heat 1

1	Carl Christensen	Buick "White Streak"	8 miles

C.G.Stafford, former mayor of Eureka, was killed when he suddenly went out onto the track during this event and was hit by N.E.Silva of Centerville, whose car rolled over and threw him out. Silva broke his nose, lost several teeth and suffered multiple abrasions.

10 miles – Cars costing $1000-$1500, Heat 2

1	Frank Murray	Buick "White Streak"	0:13:07.4
	Carl Christensen	Buick "White Streak"	
		Studebaker	
		Stoddard-Dayton	
	Farrar	Duzro	

5 miles – Cars costing $1000-$1500, Final

1	Carl Christensen	Buick "White Streak"	0:08:08

Race

Defaulted to Cooper in the Comet.

10 miles - Free-for-all

1	Carl Christensen	Buick	0:14:00.4
2	Frank Murray	Buick	0:14:07.4
R		Gray Ghost	mechanical

Organised by the Reliance Athletic Club.

Reno, NV

5th July 1909

This was the opening event for the newly formed Nevada Jockey Club – a mixture of trotting, horse and auto races were held. One of the auto races was a five mile free-for-all.

Rome Driving Park, GA

12th July 1909 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1	10	Florence Michtel	Buick	
2		M.B.McWilliams	EMF	
5 miles				
1	10	Florence Michtel	Buick	
2		Ernest J.Jones	EMF	*Ernest was also known as "Daredevil".*
5 miles				
1	10	Florence Michtel	Buick	

Frank Witt was warming up his Maxwell and travelling at about 50 mph when his front axle broke, sending him off the track, through two fences and over a four-foot embankment. The car landed in a tree, and Witt was unhurt. Earle McKinney and Ed Simpson in a Mitchell were also thrown out during warm-up when their car went over a six-foot embankment – both were unhurt. C.F.James' Buick broke its steering and was prevented from starting.
One of the five mile races was won in 7m04.4, but it isn't known which….

VI Annual Glidden Tour of the American Automobile Association

12th-30th July 1909

Entrants:

Pos	Driver	Car	Road Penalties	Mechanical Penalties
Glidden Trophy Entrants				
1	Webb Jay	Premier	Perfect	2.3
2	J.L.Hammond	Premier	Perfect	1.5
3	William Bolger	Chalmers-Detroit	Withdrawn	
4	F.E.Wing	Marmon	8.0	10.2

5	W.D.Marmon	Marmon	Perfect	6.9
6	E.G.Gager	Maxwell	8.5	13.1
7	O.P.Bernhardt	Jewel	8.9	406.0
8	Teddy Day	Pierce-Arrow	Perfect	1.0
9	W.F.Winchester	Pierce-Arrow	Perfect	Perfect
10	A.Y.Bartholemew	Glide	159.9	688.0
11	Gus G.Buse	Thomas	Withdrawn	
12	E.O.Hayes	Midland	4.2	33.9
14	B.N.Searles	White	10.3	452.0
Hower Trophy Entrants				
100	C.H.Vandervort	Moline	19.3	8.3
101	J.A.Wicker	Moline	Perfect	1.1
102	W.S.Gregory	Brush	46.6	49.4
103	F.A.Trinkle	Brush	Withdrawn	
104	D.B.Huss	Brush	Withdrawn	
105	J.Machesky	Chalmers-Detroit	Disqualified	
106	Frank Steinman	Hupmobile	Disqualified	
107	Charles Goldthwaite	Maxwell-Briscoe	35.4	42.0
108	J.S.Williams	Pierce-Arrow	Perfect	Perfect
109	Charles Scofield	Pierce-Arrow	Perfect	10.2
110	Frank Goodwin	McIntyre	Withdrawn	
111	A.P.Shimp	Jewel	956.3	107.5
112	R.Suyder	Mason	251.3	344.4
114	J.C.Moore	Lexington	2.0	3.8
Detroit Trophy Entrants				
51	W.A.Wood	American Simplex	5.4	49.4
52	Jean Bember	Chalmers-Detroit	6.0	14.2
53	C.Waltman	Premier	8.0	34.3
Non-Contestants				
75		Rapid Truck		
76	George Schuster		"Automobile and Motor Age" Car	
77			Diamond Rubber Co Car	
78			B.F.Goodrich Co Car	
79			Press Car	
80		Maxwell	Press Car	
Official Cars				
96	Ferguson	Acme	Secretary and Starter's car	
97	Dal H.Lewis	Studebaker EMF	Pilot/confetti car	
98	A.J.May	Studebaker EMF	Pilot car	
99	Ray McNamara	Premier	Chairman's Car	

There were twenty non-contesting cars carrying newspaper men and officials.

Schedule:
12th July – Detroit to Kalamazoo, 142.3 miles
Only three cars arrived at Kalamazoo without perfect scores, the #3 Chalmers-Detroit being penalised one point for purchasing a 25 cent piece of wire and strap for fastening the mud fender, the #104 Brush being penalised 6.8 points for putting in a connecting rod bearing, and the #110 McIntyre being penalised 29 points for being 40 miles late.

13th July – Kalamazoo to Chicago, 173.3 miles
Only 22 cars had perfect scores at the end of the day. A Chalmers-Detroit was penalised 1.4 points for a mudguard repair, and a Brush lost 0.4 points for loosening up a nut.

14th July – Chicago to Madison, WI
Frank Goodwin, in car #110, ditched six miles north of Racine when trying to avoid a switch on the interurban tracks. Goodwin escaped uninjured, but his passenger, A.O.Janisse, suffered a wrenched back, and the car's front wheel was demolished. The car continued on as a non-contestant. One of the Brush's arrived late and had a total of 179 penalty points.

15th July – Madison to La Crosse, 154.4 miles
The Studebaker military car driven by George Smithson stopped near Wilton to help stop a prairie fire caused by a cigar stump discarded by a Glidden tourist after the flames threated a farmer's home, and the farmer's wife and daughter were at home alone. Before the fire was extinguished Smithson was painfully but not dangerously burnt, and was unable to continue. Smithson was left under a doctor's care in Sparta, and the remaining occupants continued onwards, arriving in La Crosse the following morning.

16th July – La Crosse to Minneapolis, MN, 177.8 miles
The #96 Acme which carried the official start times from Madison the day before had an accident, so no penalties were announced in the morning at La Crosse. It had crashed when trying to avoid a child who suddenly stepped out in font of it near Wilton, Wisconsin. Neither child nor driver were injured, but the Acme didn't make it to La Crosse until after Pathfinder Dal Lewis left for Minneapolis on the morning of the 16th.

17th July – Rest Day
18th July – Rest Day

19th July – Minneapolis to Mankota, 132 miles
One of the Studebaker pilot cars, with chief observer M.C.Reeves aboard, hit a bump and broke its steering gear. The car was temporarily abandoned at the side of the road as the driver travelled several miles in a buggy to a blacksmith's to make repairs. The same car later broke a spring, and to stop at another roadside blacksmith's.
John S.Williams in the #108 Pierce-Arrow runabout took the wrong road at Northfield and went several miles the wrong way. He had been going very rapidly, and bent a steering knuckle when the car hit a deep hole.
The two Brush's withdrew formally on this day – they complained that the scheduled time was too rapid for cars of 7 hp. They continued as non-contestants.

20th July – Mankota to Fort Dodge, IN, 136.6 miles
The #3 Chalmers-Detroit was round a corner in Winnebago City when it was confronted by a young couple, arms locked together, in the middle of the street. William Bolger, driver of the car, steered the car into a ditch in avoidance. Maxwell #107 was penalised 1.6 points for a water leak in the first cylinder, and the #12 Midland was penalised 0.6 points for repairing a fender. Secretary Ferguson in the #96 Acme was thrown out of his car when the steering spindle broke and the car crashed. He wasn't seriously injured, but his car was sent on ahead by special train.

21st July – Fort Dodge to Council Bluffs, 181 miles
Although 181 miles, the distance was increased to 196 miles due to two bridges being washed out. The #10 Glide went into a bog. The #4 Marmon broke a gasoline lead. The #7 Jewel had trouble with a hub flange and lost 16 points, and the #3 Chalmers-Detroit was penalised for being late.

22nd July – Council Bluffs to Kearney, NE, 200.2 miles
The Chalmers-Detroit tonneau was penalised for work on the commutator, and #7 Jewel was penalised for replacing a spark plug. Gus Buse, #11 Thomas Flyer, got stuck in a mud hole near Columbus, Nebraska, for 40 minutes until pulled out by a truck.

23rd July – Kearney to Julesburg, CO, 206.2 miles
A Ford runabout driven by Dr W.E.Liken, who was learning to drive, crashed into the #7 Jewel as it was turning a corner in Ogallala – the doctor jumped from his car and escaped injury. Bernhardt in the Jewel was allowed to leave the scene, but the town sheriff later changed his mind and telephoned ahead to stop the car again. He was stopped 20 miles up the road, and was allowed to proceed after paying costs of $50 after the sheriff caught up in another car. The Jewel was also penalised 1/10 of a point for having to straighten its bumper.
The #51 American-Simplex got stuck in mud along the route and had to be assisted out by hand. On a sand hill along the route, half of the cars had to use teams of horses to make the climb. Three Maxwell's, two Brush's and every Chalmers-Detroit bar one made it up unaided. The #10 Glide was penalised 9.2 points for putting in a new spring, and the #100 Moline was penalised 1 point for tightening a bolt on the bumper.

24th July – Julesburg to Denver, 204.8 miles
Near Sterling, the confetti spread from the second pilot car caught fire from the sparks of a Union Pacific train, and they had to tear up paper to mark the route from there onwards. This made it harder for the following tourists, five of whom got temporarily lost on the prairie. The altitude over the climbs affected the carburettors of several entrants.

25th July – Rest Day
26th July – Rest Day

27th July – Denver to Hugo, 173.5 miles
Thirty miles out of Denver, one of the non-contestant Brush runabouts skidded and turned over, without any injuries. A similarly non-contesting Hupmobile broke a con-rod – it couldn't be repaired the car was withdrawn at Hugo. The #75 Rapid Truck took a detour and attempted to climb Pike's Peak, but got stuck two miles from the summit. It was expected to rejoin the party in Hugo later in the evening.
The #14 White lost its perfect score due to a leaky lubricating pipe, and the resultant lateness due to having it repaired. The #51 American Simplex was penalised for having work done on its radiator, and for using outside materials.

28th July – Hugo to Oakley, KS, 165 miles
The prairie trail was full of deep washouts – mechanics and observers had to get out every mile or two and wade through bridgeless swamps to check water depths, sometimes having to haul and push the cars by hand, a taxing effort at such altitude.
The previously unpenalised #6 Maxwell was awarded 8.5 penalty points for a broken spring.

29th July – Oakley to Salina, KS, 199.7 miles
The #111 Jewel was penalised 2.6 points for repairing the fuel line, and the #14 White was penalised 0.4 points for wiring on a mudguard. The #53 Premier was penalised for repairing a spring.

30th July – Salina to Kansas City, MO, 213.8 miles
Ted Day in the #8 Pierce-Arrow was penalised 1 point for having a broken starting crank – he would have had a perfect score otherwise. The #51 American-Simplex received its 49.4 of penalty points for having a bent radiator, sustained from an accident which involved ditching the car.
Pierce-Arrow were awarded the Glidden and Hower Trophies, and Chalmers-Detroit was awarded the Detroit Cup.

At the end of the year, it was announced that the Glidden Tour hereafter would be officially known as the American Automobile Association National Endurance Run. Competition for the Glidden Trophy was abolished, and no trophies would be awarded on the tour – only certificates of performance would be issued to each entrant.

Springfield, IL

17th July 1909

FP	#	Driver	Car	Time
50 miles				
1		Lewis Strang		0:52:48

Wildwood, NJ

17th July 1909 (estimated)

A Marion won three firsts, two seconds and a first in these races.

Plainfield Hillclimb, NJ

18th July 1909 (estimated)

FP	#	Driver	Car	Time
1			Marion	

Grand Rapids, MI

23rd July 1909

FP	#	Driver	Car	Time
50 miles				
1		Louis Chevrolet		0:51:22
		Lewis Strang		
		George DeWitt		

Lansing Driving Park, MI

24th July 1909

FP	#	Driver	Car	Time
50 miles				
1		Lewis Strang	Buick	0:52:19
2		Charles Monroe	Oldsmobile 6	
3		Louis Chevrolet	Buick	
5 miles				
1		Louis Chevrolet	Buick	
Free-for-all				
1		Lewis Strang	Buick	

Roselle Park, Chicago, IL

25th July 1909 – 17.3 miles

FP	#	Driver	Car	Time
1		Louis W.Roehler	Auburn 30 hp	<30 mins
2		Emil Quindel	Stoddard-Dayton 30 hp	0:38
3		Fred Rohrsen Jr	Ford runabout	0:52

The circuit went from Roselle North to Nobel's Croamery, East on Higgins Road to Schnell's Corner, South to Itasca, West to Roselle. The race was limited to amateur owners of cars from Northern DuPage and Western Cook counties. Cars were set off at 5 minute intervals and run against time. However, after Louis Roehler entered his Auburn, several others who intended to race backed out…. Just before starting the Auburn broke a feed valve, and had to run on three cylinders for the entire race.

Gurley Track, Waco, TX

26th July-1st August 1909

FP	#	Driver	Car	Time
30th July: 1 mile – Free-for-all to establish McLennan County track record				
1		Lewis Strang	Buick 30 hp	0:01:02.6
2		Holmes	Jackson 40 hp	0:01:05.4
3		Morrison	Chalmers-Detroit 40 hp	0:01:06.8
30th July: 5 miles – Cars costing $1250 and under				
1		DeWitt	Buick 30 hp	0:06:12.0
2		Weinart	Buick 18 hp	0:06:33.4
30th July: 15 miles – Free-for-all				
1		Lewis Strang	Buick 30 hp	0:15:41
2		Dehymel	Stoddard-Dayton 60 hp	
30th July: 10 miles – Cars costing $2000 and under				
1		Lewis Strang	Buick 30 hp	0:11:29.5
2		Holmes	Jackson 40 hp	
Other entrants this day were:				
		McElroy	Stoddard-Dayton 40 hp	
		Johnson	Stoddard-Dayton 40 hp	
		H.P.Clark	Thomas Flyer 60 hp	
31st July: 10 miles – Match Race				
1		Dehymel	Stoddard-Dayton 60 hp	0:10:12.4
2		Lewis Strang	Buick 30 hp	0:10:18.0
31st July: 5 miles – Free-for-all				
1		Lewis Strang	Buick 30 hp	
2		E.L.Weiant	Buick 22 hp	
3		DeWitt	Buick 18 hp	
R		W.A.Holmes	Jackson 40 hp	accident

Strang stopped his machine on seeing the wreck of the Jackson, pulled Holmes clear, and sped with him back to the grandstand where doctors looked after him. Strang then sped off and won the race.

31st July: 15 miles – Cars costing $2500 and under				
1			Chalmers-Detroit	0:17:49
R		Lewis Strang	Buick	engine
no other finishers				
31st July: 25 miles – Free-for-all				
1		Dehymel	Stoddard-Dayton	0:26:42.4
R		William Morrison	Chalmers-Detroit "Bluebird"	
R		W.L.Weiant	Buick	

Weiant was pushed through the fence at the start of the race, and the spectators rushed across the track to the scene of the accident, necessitating a new start as the race had to be stopped. Later in the restarted race Morrison also went through the fence, badly lacerating his face on barbed wire. The car was badly damaged. Morrison was taken to hospital, as was his machinist Jack Leffman who ran with him.

The races were organised by the Waco Fair Association, the course having banked turns and a rolled, oiled surface. The following races were organised for the 26th June:
5 miles – Stock cars costing $1350 and under.
10 miles – Stock cars costing $2000 and under.
10 miles – Stock cars costing $2500 and under, for cup donated by Studer-Crawford Jewelry Company of Waco.
15 miles – Free-for-all Stock cars, for cup donated by Naman & Goldsmith, jewellers in Waco.
The following races were organised for the 1st August:
5 miles – Cars costing $2500 and under
50 miles – Free-for-all
10 miles – Open to all race winners.
The results of the races for these two days isn't known.

Lima Driving Park, OH

27th July 1909 – 0.5 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Barney Oldfied	"Old Glory"	0:01:15.25
Special Race				
1		Ralph DeVoe	Ford 6	0:03:27.25
2		Harry Mustain	Buick 14	
2 miles – Stock Chassis				
1		Louis Chevrolet		0:02:33.2
2		George DeWitt		
4 miles - Exhibition				
		Barney Oldfield	"Old Glory"	0:04:49.2
2 miles – Novelty Race				
1		Harry Mustain	Buick	0:04:46.5

Driver had to drive first half mile alone, then pick up three passengers, discharge them at the end of the second half, and pick them up again at the end of the third half. Not all cars came to a complete halt when discharging their passengers. There were three entrants.

1 mile – Novelty Race
Drivers had to run fifty yards, start the engines of the cars, race them, stop fifty yards from the finishing line and then run the remaining distance. Webb made the better time, but went past the fifty yard line, but before he could get back Dobbins had stopped his car and ran to the tape, time 0:02:14.5.

During the meeting Oldfield set a time for 1 mile of 1m11.2. Chevrolet's fastest time was 1m12.5.

I Annual Show and Races of the Amarillo Auto Show Association, TX

27th-29th July 1909

FP	#	Driver	Car	Time
27th July: 15 miles – Free-for-all				
1		Bob Adair	EMF	0:19:40
2			Velie	
27th July: 10 miles				
1		Mullins	Mason	0:17:10
2		Turkendorff	Reo	
27th July: 10 miles – Free-for-all				
1		E.R.Day	Pope-Toledo	0:18:40
2		Callahan	Hupmobile	
28th July: 5 miles – Ladies Race				
1		Mrs Bowie	Studebaker	0:06:44
2		Mrs Joiner	Mason	0:07:25
28th July: 10 miles				
1		Callahan	Hupmobile	0:13:29

2	McKinney	Buick	0:13:36

28th July: 10 miles

1	Edgar Day	Pope-Toledo	0:10:22
2	Byars	Maxwell	0:12:39

29th July: 5 miles – For single cylinder cars

1	Morris	Cadillac	0:09:27
2	Cecil	Brush	0:12:07

29th July: 10 miles – 36 hp or over

1	Buntyn	Velie	0:11:37
2	Bob Adair	EMF	0:11:41

29th July: 5 miles

1	Edgar Day	Pope-Toledo	0:05:39
R		White steamer	mechanical

29th July: 40 miles – Free-for-all

1	Bob Adair	EMF	0:45:18
2	Buntyn	Velie	0:45:24

A two mile track was built around Cow Hoof Lake especially for these races.

Fort Wayne Driving Park, IN

31st July 1909

FP	#	Driver	Car	Time	
5 miles – Handicap					
1		Parker	Auburn	0:06:10	*1m00s handicap*
2		Merz	National	0:05:22	
NS			Buick	withdrawn	
2 miles – Stock Cars costing $1500 or less					
1		Peterson	Buick	0:02:23.6	
2		Vesey	Mitchell	0:02:26	
3		Parker	Auburn		
2 miles - Exhibition					
		Billy Drown	Pup	0:02:07.0	
5 miles – Novelty Race (had to take on and discharge passengers)					
1		Peterson	Buick		
2			Mitchell		
3		Frederick Beauchamps	Mitchell		

Beauchamps slipped when getting out of his car and suffered a compound fracture of his left arm.

5 miles - Open			
1	Merz	National	0:05:38
2		National	
3	Drown	Pup	
5 miles – Match Race			
1	John Aitken	National	0:05:16
2	Billy Drown	Pup	

Drown's car burst a tyre early in the race. Aitken's fastest mile was 55.8s.

Brighton Beach Motordrome, NY

30th July-1st August 1909

FP	#	Driver	Car	Time
30th July: 50 miles – Class 4 cars				
1		Louis Chevrolet	Buick	0:59:39.4
2		R.Craig Vandevenier	Oldsmobile	
		no other finishers		

30th July: 5 miles – Free-for-all

1	Ralph De Palma	Fiat Cyclone	0:05:52.6
2	Charles Bowen	Red Dragon	
	no other finishers		

30th July: 1 mile – Time Trial, Free-for-all

1	Ralph De Palma	Fiat Cyclone	0:00:54.6
2	Louis Chevrolet	Buick	0:00:55.4
3	Charles Bowen	Red Dragon	0:01:06.8

30th July: 100 miles - Brighton Marathon, Class 3 cars

1	Lee Lorimer	Chalmers-Detroit	1:52:31.6
2	Frank Lescault	SPO	
3	W.C.Stokes	Midland	
R	Dearborn	Acme	31 laps/lost wheel

Stokes lost one of his rear wheels and almost left the circuit during the third mile – he rejoined on the 45th mile.

31st July-1st August – I Motor Racing Association 24 hour race

1	George Robertson/Al Poole	Simplex 50 hp	1091 miles
2	Louis Disbrow/C.H.Lund	Rainier	1041 miles
3	Frank Lescault/Ray Howard	Palmer & Singer	968 miles
4	Laurent Grosse/J.B.Marquis/Tom Lynch	Stearns	919 miles
5	Ralph Mulford/Harry Cobe/Heine	Lozier	885 miles
6	Ralph De Palma/E.H.Parker/Hawley	Fiat	697 miles
7	Cyrus Patschke/H.A.Van Tine	Acme	385 miles
8	Frank Sweigert/John Looney	Haynes	219 miles

The race started at 9:05 pm. The Simplex had to stop several times for small repairs, but still led at 3am. The Stearns crashed a few seconds before midnight, rolling over on the backstretch. Marquis and Lynch who were in the car were not badly injured. At 7:20 am it broke a steering knuckle, and it was immediately set upon by mechanics.
At 10 am, score was Simplex, 636 miles; Rainier, 601 miles; Fiat, 580 miles; Palmer & Singer, 541 miles; Lozier, 466 miles; Stearns, 447 miles; Acme, 310 miles; Haynes, 205 miles.
At 1 pm, score was Simplex, 765 miles; Rainier, 724 miles; Fiat, 658 miles; Palmer & Singer, 608 miles; Lozier, 597 miles; Stearns, 580 miles; Acme, 322 miles.
The Haynes left the track during the fifteenth hour after its crankshaft and crank case broke, and it was found to be unrepairable in the time remaining.
Prizes for this race were $1000 for first, $500 for second, $300 for third, $200 for fourth, $100 for fifth.

Elm Ridge, Kansas City, MO

31st July 1909

FP	#	Driver	Car	Time
100 miles - Gasoline stock cars				
1	3	Robert Burman	Buick	1:54:08
2	4	G.M.Breed	Buick	2:02:48
3	5	O.F.Snickler	Great Western	2:18:18
4	6	F.C.Schrader	Petrel	
5	7	C.F.Dinklage	Auburn	
			Moon	withdrawn
			Maxwell	withdrawn

Fastest Lap: Burman, 58s

½ mile - Obstacle Race for women drivers in electric vehicles

1	Mrs W.S.Hathaway	Detroit electric	0:02:01, no barrels knocked over
2	Mrs W.G.Whitcomb	Columbus electric	0:02:15, no barrels knocked over
3	Mrs N.M.Scott	Baker electric	0:02:17, no barrels knocked over
4	Mrs A.O.Brooks	Fritchie	0:03:03, no barrels knocked over
5	Mrs J.B.O'Bear	Detroit	0:03:04.5, no barrels knocked over
6	Miss Laura Smith	Detroit	0:03:17, no barrels knocked over
7	Miss Gall Cherry	Rauch & Lang	0:02:10, one barrel
8	Miss Ollie Borders	Columbus Victoria	0:02:15, one barrel
9	Miss Margaret McFadden	Babcock Victoria	0:02:32, one barrel
10	Miss Gertrude Smith	Woods	0:02:55.5, one barrel

5 miles – Gasoline stock cars, $1000 and under

1	21	Ribert Burman	Buick	0:05:16
2	22	G.M.Breed	Buick	0:05:36
3	20	C.Levendoski	Maxwell	0:05:42
	23		Hupsmobile	flagged

25		Maxwell	flagged

10 miles – Stock cars $1001-$2000

1	28 Robert Burman	Buick	0:10:02.4
2	29 G.M.Breed	Buick	0:10:24
3	A.O.Brooks	Stoddard-Dayton	0:10:46
		Petrel	withdrawn
		Great Western	withdrawn

10 miles – Gasoline or steam stock cars, Board of Trade Cup

1	36 Robert Burman	Buick	0:10:13
2	37 G.M/Breed	Buick	0:10:18
3	41 Virgil Green	Knox	0:10:25.5
		Stoddard-Dayton	flagged
		Acme	flagged
		Moon	withdrawn
		Great Western	withdrawn

Both Buick's were formally protested by the Stoddard-Dayton entrant on the grounds that they weren't stock cars.

5 miles – Privately owned cars, Muehlebach Challenge

1	A.O.Brooks	Stoddard-Dayton	*not privately owned….*
2	H.H.Holtzhauer	Pope-Hartford	
3	A.E.Dalesin	Acme	
NS	C.B.Merrill	Moon	
NS	G.Southwell	Stoddard-Dayton	
NS	Berlin Boyd	Haynes	

Brooks' car was entered as a pacemaker.

Heavy rains had made the track slow.

Grosse Pointe, Detroit, MI

31st July 1909

FP	# Driver	Car	Time
1 mile – Time Trial			
1	Walter Christie	Christie	0:00:54.6

Algonquin, IL

5th August 1909 – Hillclimb

FP	# Driver	Car	Time
Perry Hill – 1146 ft			
1	Len Zengle	Chadwick "Six"	22.6s
Philip's Hill – 2592 ft			
1	Len Zengle	Chadwick "Six"	28.0s

Denver Beach, Galveston, TX

5th August 1909 – Beach Oval

FP	# Driver	Car	Time
50 miles (10 miles x 5 laps) – Free-for-all			
1	S.W.Belcher	Knox	0:51:54.50
2	Kent	Stearns Roadster	0:54:17
R	Lee Carroll	Marion	2 laps/withdrew
R	J.W.Munn	Munn	transmission at the start-line
NS	Tobin DeHymel	Stoddard-Dayton	Didn't arrive on time
21 miles (3 miles x 7 laps)			
1	Tobin DeHymel	Stoddard-Dayton	0:22:05.50
2	Ben Johnson	Stoddard-Dayton	
3	S.W.Belcher	Knox Roadster	

4	Kent	Stearns Roadster	
R	Douglas Bright	American Roadster	2 laps

9 miles (3 miles x 3 laps) - Match Race

1	S.C.Jewel	EMF	0:11:40
2	W.F.Chambers	Buick Type 10	0:14:01

Some races were cancelled due to a larger than expected crowd – there were 15,000 people, and only three policemen to control them. Reinforcements had to be sent in to help.

Wilder Hill, NY

7th August 1909 – Earlington, Richfield Springs: 3587 ft

FP	#	Driver	Car	Time
Event 1 – Cars costing $851-$1250				
1	7		Maxwell	0:01:13.8
2	61		Maxwell	0:01:14.2
3	14		Buick	0:01:14.4
Event 2 – Cars costing $1251-$2000				
1	15		Buick	
Event 3 – Cars costing $2000-$3000				
1	L		Knox	0:00:57.4
2		Julian S.Brown	Chalmers-Detroit	0:00:59.4
3	10		Stoddard-Dayron	0:01:08.8
Event 4 – Cars costing $3000-$4000				
1			Knox	0:00:57.2
2		Charlie Hanna	Chalmers-Detroit	0:00:59.6
Event 5 – Cars costing $4000 or over				
1	5		Simplex	0:00:52.0
2		Harry Conge	Thomas 60	
Event 6 – 6 cylinder Cars costing $3000 or over				
1		Harvey Smith	Pierce Great Arrow	0:01:15.0
Event 7 – Free-For-All				
1		Fred K.Burnham	Fiat	0:00:47.8
=		William A.Bourque	Knox	0:00:47.8
3		Julian Brown	Chalmers-Detroit	0:00:54.0
•		James G.Barclay		

Brown slid into a ditch on his ascent, the seats flying out from underneath him. He finished sitting on the gasoline tank with his feet on the hot muffler.

Run-off			
1	Fred K.Burnham	Fiat	0:00:45.8
2	William A.Bourque	Knox	
Event 8 – Stock cars stripped to chassis, 251-400 c.i. displacement, 1300 lb minimum weight			
1	Arthur Warren	Buick	0:01:02.8

Cheyenne Fairgrounds, WY

14th August 1909 – 4 mile road course

Benjamin Loy was thrown and killed when his car collided with a cow which leapt into the road during the race. John Erickson was badly injured in a later accident during the same race.

Point Breeze, PA

14th August 1909

FP	#	Driver	Car	Time
50 miles				
1		Willie Haupt	Bleriot	0:59:32

2	Bergdoll	Welch	

5 miles – Free-for-all

1	Ralph De Palma		0:05:35.4

Ascot Park, CA

15th August 1909 – 400 miles

FP	#	Driver	Car	Time
1		Ralph J.Leavitt	Locomobile	
2		Charles Soules	Stearns	

Coney Cross Slaughter was a Stearns dealer in Los Angeles. An agreement was reached for a race between a Locomobile and a Stearns at Ascot Park – the race was to be 400 miles long, only one driver allowed per car. If a car stopped because of an accident, it was to automatically los the race even if it was ahead. The Locomobile was entered by Ralph J.Leavitt, and was the same car that Murray Page drove at Santa Monica on the 10th July. Leavitt and Slaughter agreed to race for a side bet of $5000 each. Charles Soules to drive the Stearns, Al Livingston to be mechanician.

Wise's Grove, IO

18th August 1909

FP	#	Driver	Car	Time
1			Stoddard-Dayton	

Part of the Old Settlers of Dallas, Boone, Greene and Guthrie Counties picnic.

Indianapolis, IN

19th-21st August 1909

FP	#	Driver	Car	Time	
19th August: 5 mile (2.5 miles x 2 laps) – Stripped Chassis, 161-230 ci					
1	19	Louis Schwitzer	Stoddard-Dayton	0:05:13.25, 57.46 mph	
2	18	Carl Wright	Stoddard-Dayton	2 laps	
3	30	George DeWitt	Buick	2 laps	
4	49	J.H.Stickney	Velie	2 laps	
5	31	James Ryall	Buick	1 lap/Out	
19th August: 10 miles (2.5 miles x 4 laps) – Stripped Chassis, 231-300 ci					
1	34	Louis Chevrolet	Buick	0:08:56.4, 67.11 mph	
2	33	Lewis Strang	Buick	0:09:13.1	
3	32	Bob Burman	Buick	0:09:52.7	
4	15	Harry Stillman	Marmon	Out	
5	16	Ray Harroun	Marmon	Out	
6	14	Harry Stutz	Marion	Out	
19th August: 5 miles (2.5 miles x 2 laps) – Stripped Chassis, 301-450 ci					
1	3	William Bourque	Knox	0:04:45.1, 63.163 mph	
2	35	Bob Burman	Buick	0:04:46.4	
3	37	Louis Chevrolet	Buick	0:04:48.6	
4	36	Lewis Strang	Buick	2 laps	
5	21	Bert Miller	Stoddard-Dayton	2 laps	
6	52	Leigh Lynch	Jackson	2 laps	
7	53	Fred Ellis	Jackson	2 laps	
19th August: 10 miles (2.5 miles x 4 laps) – Free-for-all, Handicap					
1	15	Ray Harroun	Marmon	0:08:22.1	1:45 Handicap
2	51	Leigh Lynch	Jackson	0:08:23.4	1:45 Handicap
3	8	John Aitken	National	0:08:36.2	0:20 Handicap
4	18	Carl Wright	Stoddard-Dayton	4 laps	1:45 Handicap
5	2	William McCulla	Apperson	4 laps	0:40 Handicap
6	22	Bert Miller	Stoddard-Dayton	4 laps	0:40 Handicap
7	20	George DeWitt	Buick	4 laps	0:40 Handicap
9	4	Al Denison	Knox	4 laps	0:20 Handicap
9	5	Louis Heinemann	Lozier	4 laps	0:20 Handicap

10	35	Bob Burman	Buick	4 laps	0:20 Handicap
11	37	Louis Chevrolet	Buick	4 laps	0:20 Handicap
12	16	Bruce Keene	Marmon	4 laps	1:45 Handicap
13	14	Tinker	Marmon	4 laps	1:45 Handicap

20th August: 5 miles (2.5 miles x 2 laps) – Stripped Chassis, 231-300 ci

1	33	Lewis Strang	Buick	0:04:48, 62.5 mph
2	34	Louis Chevrolet	Buick	0:04:55.4
3	14	Harry Stutz	Marion	0:06:31.4
4	2	Adolph Monson	Marion	2 laps

20th August: 10 miles (2.5 miles x 4 laps) – Stripped Chassis, 301-450 ci

1	7	Charles Merz	National	0:09:16.3, 64.71 mph
2	37	Louis Chevrolet	Buick	0:09:44.4
3	20	Tobin DeHymel	Stoddard-Dayton	0:10:23.5
4	22	Fred Clemens	Stoddard-Dayton	4 laps

20th August: 1 mile Time Trials

	26	Walter Christie	Christie FD	No time recorded
	54	Ralph DePalma	Fiat	0:00:48.6, 74.0 mph
	27	Barney Oldfield	Benz	0:00:43.1, 83.5 mph
	50	Len Zengel	Chadwick	0:00:49.3, 73.0 mph

20th August: 10 miles (2.5 miles x 4 laps) - Wheeler & Schebler Cup

1	8	John Aitken	National	0:09:26.6, 63.537 mph
2	1	Herbert Lytle	Apperson	0:09:36.2
3	5	Louis Heinemann	Lozier	0:09:42.8
4	6	Tom Kincaid	National	4 laps
5	22	Fred Clemens	Stoddard-Dayton	4 laps
6	62	Tobin DeHymel	Stoddard-Dayton	4 laps

20th August: 50 miles (2.5 miles x 20 laps) – Stock Chassis, 161-230 ci

1	18	Carl Wright	Stoddard-Dayton	0:59:23.1, 50.518 mph
2	19	Louis Schwitzer	Stoddard-Dayton	1:00:26.7
3	30	George DeWitt	Buick	16 laps/Out
4	31	James Ryall	Buick	Out
5	49	J.H.Stickney	Velie	Out

20th August: 10 miles (2.5 miles x 4 laps) – Free-For-All

1	50	Len Zengel	Chadwick	0:08:23.2, 71.542 mph
2	8	John Aitken	National	0:08:32.6
3	66	F.F.Cameron	Stearns	
4	5	Louis Heinemann	Lozier	
5	24	Ralph DePalma	Fiat	
6	27	Barney Oldfield	Benz	

20th August: 5 miles (2.5 miles x 2 laps) - Free-For-All Handicap

1	8	John Aitken	National	0:04:25.0	0:10 Handicap
2	7	Charles Merz	National	0:04:25.1	0:20 Handicap
3	22	Bert Miller	Stoddard-Dayton	0:04:30.5	0:30 Handicap
4	52	Fred Ellis	Jackson	2 laps	
5	53	Leigh Lynch	Jackson	2 laps	
6	1	Herbert Lytle	Apperson	2 laps	
7	2	William McCulla	Apperson	2 laps	
8	6	Tom Kincaid	National	2 laps	
9	16	Bruce Keene	Marmon	2 laps	
10	15	Harry Stillman	Marmon	2 laps	
11	14	Harry Stutz	Marion	2 laps	
12	20	Tobin DeHymel	Stoddard-Dayton	2 laps	
13	12	Adolph Monson	Marion	2 laps	

21st August: 15 miles (2.5 miles x 6 laps) - Free-For-All Handicap

1	6	Tom Kincaid	National	0:13:23.5	1:15 Handicap
2	24	Ralph DePalma	Fiat	0:13:28	0:00 Handicap
3	17	Harry Stillman	Marmon	0:14:48.3	1:00 Handicap
4	30	George DeWitt	Buick	6 laps	2:15 Handicap

21st August: 10 miles (2.5 miles x 4 laps) - Amateur Race

1	24	Eddie Hearne	Fiat	0:09:44.3, 61.612 mph
2	47	James Ryall	Buick	0:09:49.3
3	66	F.F.Cameron	Stearns	3 laps/Out
4	29	Arthur Greiner	Thomas	1 lap/Engine

21st August: 25 miles (2.5 miles x 10 laps) – Free-For-All, Remy Brassard

1	27	Barney Oldfield	Benz	0:21:21.7, 70.219 mph
2	24	Len Zengel	Chadwick	0:22:44.4
3	50	Ralph DePalma	Fiat	0:23:07.8

These were the first races at Indianapolis, and the circuit was still a dirt oval at this point. It also featured a fatal accident, when riding mechanic Claude S.Kellum was killed after being thrown from Charles Merz's car when it burst a tyre on an uneven portion of track. Kellum's widow, Carrie, prosecuted the National Car Company and the Indianapolis Motor Speedway for negligence, and was awarded $7,000 in damages. Both National and the IMS appealed, and the appeal was held in 1915. The case summary and judging opinion is shown below.

National Motor Vehicle Company et al. v. Kellum, Adminstratrix.
No. 22,387.
SUPREME COURT OF INDIANA
184 Ind. 457; 109 N.E. 196; 1915 Ind. 169

June 18, 1915, Filed

*SUBSEQUENT HISTORY: [***1] Rehearing Denied February 24, 1916.*

PRIOR HISTORY: From Hancock Circuit Court; Earl Sample, Judge.

Action by Carrie Kellum, administratrix of the estate of Claude S. Kellum, deceased, against the National Motor Vehicle Company and another. From a judgment for plaintiff, the defendants appeal.

DISPOSITION: Affirmed.

CASE SUMMARY:

PROCEDURAL POSTURE: Appellant, a vehicle manufacturer and a raceway, sought review of the judgment from the Hancock Circuit Court (Indiana), which found in favor of appellee administratrix of decedent in a wrongful death action.

OVERVIEW: The decedent was killed while riding as a mechanic with a driver at an annual national speedway race. The vehicle in which the mechanic was riding hit a section of the speedway that caused the decedent to be thrown from the vehicle and killed instantly. The administratrix contended that decedent's death was the result of the vehicle in which he was riding having badly worn tires, one of which blew out when the vehicle hit a defect on the surface of the speedway. The manufacturer and raceway contended that the decedent was guilty of contributory negligence and of assumption of the risk, either of which barred a recovery for his death. On appeal, the court determined that there was ample proof that decedent's death was proximately caused by a negligent defect in the speedway of which both the manufacturer and raceway had previous knowledge. An examination of the evidence showed that the setting aside of the jury verdict on the allegation of contributory negligence was not warranted. The jury was also justified in finding that the decedent did not assume the risk, as he had no knowledge of the existence of danger in the defect of the speedway's surface.

OUTCOME: The court affirmed the judgment of the trial court.

CORE TERMS: decedent, track, mechanician, riding, tire, speedway, speed, contributory negligence, interrogatories, mile, servant, uneven, race track, killed, rough, ride, duty, answers to interrogatories, general verdict, contests, driver, high rate, affirmatively, driven, ran, inherently dangerous, negligently, constructed, averred, rode

(R) Headnotes

Torts: Negligence: Defenses: Comparative & Contributory Negligence
Torts: Wrongful Death & Survival
Evidence: Procedural Considerations: Burdens of Proof
[HN1] While it is true that, notwithstanding the Indiana statute that casts on the defendant the burden of proving contributory negligence in a wrongful death action, a complaint may so aver such negligence as to render it subject to demurrer, this result follows only where the facts averred are not subject to any inference other than that of contributory negligence.

Torts: Negligence: Negligence Generally
Civil Procedure: Pleading & Practice: Pleadings: Interpretation
[HN2] A complaint in one paragraph may properly charge two or more independent acts of negligence, and proof of one of such acts warrants a recovery.

Torts: Negligence: Defenses: Assumption of Risk
[HN3] The doctrine of assumed risk is grounded on the servant's knowledge, express or implied, of the existence of the danger.

COUNSEL: John S. Berryhill, Korbly & New, Charles Martindale and Cook & Cook, for appellants.

John W. Kern, Eph Inman, Charles L. Tindall and Alexander G. Cavins, for appellee.

JUDGES: Morris, J.

OPINIONBY: Morris

*OPINION: [*459] [**197] Morris, J.--Complaint by appellee for damages, for negligently causing death, against the appellants, National Motor Vehicle Company and Indianapolis Motor Speedway Company, corporations. For convenience, appellants are hereinafter designated as vehicle company and speedway company, respectively. Each appellant's demurrer to the complaint was overruled. There was a trial by jury, with certain facts specially found, and a general verdict for appellee, in the sum of $ 7,000. Each appellant's motion for a new trial, and for judgment on the jury's answers to interrogatories, was overruled, and judgment was rendered on the general verdict. The complaint alleges, in[***2] substance, that on, and previous to August 21, 1909, vehicle company, was engaged, in Indianapolis, in the manufacture and sale of automobiles, and had theretofore employed Claude Kellum, decedent, age [*460]34, to test and repair automobiles manufactured and sold by it; that previous to August, 1909, speedway company organized to conduct automobile speed contests, and for other germane objects; that pursuant to such purposes, it purchased ground in Marion County and constructed thereon a race track or speedway, which was enclosed with tight board fences so as to enable it to charge admission fees for spectators of proposed automobile speed contests, or races; that previous to August, 1909, it advertised races at the speedway to continue from August 16, to August 21, 1909, and in such advertisement represented to the public and contestants that the track was in excellent condition and suitable for speed contests; that prior to August 16, 1909, decedent Kellum read the advertisements, and relied on the truth of the representations therein; that on Monday, August 16, 1909, Kellum was at Youngstown, Ohio, engaged there in the duties of his said employment, and received from vehicle[***3] company a telegraph message as follows: "Be in Indianapolis Wednesday morning early without fail"; that in obedience to the message, Kellum arrived in Indianapolis Wednesday morning, August 18, and reported to vehicle company; that at that time, the advertised races were in progress; that vehicle company was then a participant in the races, and had several automobiles entered in the contests, and that various like manufacturers were participating; that the contests were of speed, and durability of machines, which were heavy and driven at great speed; that at that time, few such races had been held, and Kellum was not familiar with the method of conducting them.*

*The averments of negligence are as follows: "That the said race track or speedway so provided by said defendant, Indianapolis Motor Speedway Company, was negligently, carelessly [*461] and unskilfully constructed by it, in that it was constructed of materials not suitable or sufficient to bear thereon the rapid travel of heavy automobiles and motor cars; that during said contests on the 19th and 20th days of August, 1909, the said race track and speedway by reason of the races aforesaid, had become defective and uneven, [***4] with many holes therein, and dangerous, and that said Indianapolis Motor Speedway Company on the 21st day of August, 1909, did negligently and carelessly suffer and permit said race track and speedway to continue to remain in said defective and dangerous condition. That such defective and dangerous condition of said race track and speedway was known to both of said defendants, but was not at any time known to plaintiff's said decedent. That on Saturday, August 21, 1909, the said contests and races were still in progress; that a crowd of spectators numbering over 30,000 people was in attendance and that the excitement and interest of all the officers of defendant corporations and of the said spectators were intense. That on the afternoon of said day, after one or more contests had been finished, another race between said competing automobiles and motor cars was in progress; that on each of said racing vehicles there was a driver and mechanician. That the defendant National Motor Vehicle Company had caused [**198] one of its automobiles or motor cars to be entered in said race, and that said vehicle carried in said race two of the employes of said last named defendant as driver and[***5] mechanician respectively. That the services of such driver and mechanician were necessary in conducting said vehicle through said race; that after said race had commenced and said last named vehicle had proceeded therein for some distance, the mechanician thereon fainted, and became disabled, and it was [*462] necessary that said defendant National Motor Vehicle Company should immediately procure the services of some person to take the place of the said mechanician who had become disabled; that said last named defendant, by its officer thereunto duly authorized, whose commands plaintiff's decedent was bound to obey, ordered plaintiff's decedent to enter said automobile or motor car, and perform the duties of said mechanician during said race; that plaintiff's decedent in obedience to said orders, entered said vehicle, and that said vehicle again started in said race, at a high rate of speed, being guided by the said driver, who was then and there the agent and servant of said last named defendant, and that while said vehicle was so being propelled on and around said race track and speedway at such high and dangerous rate of speed, the same ran into and against an uneven, defective[***6] and dangerous place therein, so carelessly and negligently allowed and permitted therein as aforesaid, by said Indianapolis Motor Speedway Company, and that said rough, uneven, defective and dangerous place in said track or speedway, caused the rubber tire on said vehicle to burst and the said vehicle to lurch and turn, so that plaintiff's decedent was violently thrown therefrom to the ground and instantly killed. That at all times herein mentioned, plaintiff's decedent was acting with due care and without any negligence. And plaintiff further says, that the said vehicle in which plaintiff's decedent was so riding, at the time of his death, had been so theretofore used, that the tires thereon were worn, weak, and defective, which fact was known to the defendant National Motor Vehicle Company at all times on said 21st day of August, 1909, but was not known then or at any time by plaintiff's*

*decedent. That the tires on said automobile or motor car should have been changed [*463] and replaced with sound and unworn tires before entering said vehicle in said race, and that if said tires had been so replaced, and had not been weak and defective as aforesaid, plaintiff's decedent would[***7] not have been thrown from said vehicle and killed. And plaintiff further avers that if said race track and speedway had been skillfully and carefully constructed and had been maintained in good condition by the defendant Indianapolis Motor Speedway Company with reasonably even surface, the said defective tires of said vehicle in which plaintiff's decedent was riding as aforesaid, would not have burst and said decedent would not have been killed. That both of said defendants had knowledge of all the facts hereinbefore recited as to the defective and worn condition of said track and speedway, and of the defective and worn condition of the tires on said vehicle, or by the exercise of reasonable diligence might have known of the same, but that the plaintiff's decedent did not have such knowledge as to any defects either in said track or in said vehicle in which he was so riding. That both of said defendants knew and appreciated the dangers of riding in automobiles or motor cars on a track or speedway such as was maintained as aforesaid, but that plaintiff's decedent was not accustomed to such racing, did not have information as to the true condition of either the said[***8] track or the said vehicle, and did not and could not appreciate the dangers aforesaid. And plaintiff says that the death of the said Claude S. Kellum was directly and proximately, negligently and carelessly caused by the acts of negligence of said defendants as hereinbefore charged."*

*It is claimed by speedway company that its demurrer to the complaint should have been sustained because contributory negligence is affirmatively [*464] shown. [HN1] While it is true that, notwithstanding our statute which casts on the defendant the burden of proving contributory negligence, a complaint may so aver such negligence as to render it subject to demurrer, this result follows only where the facts averred are not subject to any inference other than that of contributory negligence. Greenawaldt v. Lake Shore, etc., R. Co. (1905), 165 Ind. 219, 233, 74 N.E. 1081. The complaint does not show contributory negligence.*

*It is urged by each appellant that the court erred in overruling the motions for judgment on the jury's answers to interrogatories. By these answers the jury finds that there was no defect in the tires. It is appellant's theory that the complaint charges an injury caused by two[***9] dependent and combined acts, and, the jury having found against appellee on one of the dependent acts, appellants were entitled to judgment. Terre Haute, etc., R. Co. v. McCorkle (1895), 140 Ind. 613, 40 N.E. 62. Appellee seeks to answer this by showing that the complaint charges two independent acts of negligence, and that the answers are not in conflict with the first one averred. It will be noted that the complaint first charges an injury caused by a defective track, the condition of which was known to each appellant. This charge of negligence is complete within itself, and is followed by a charge of negligence caused by defective tires, in which appears the averment which we have italicized. At this time it is settled beyond controversy that [HN2] a complaint in one paragraph may properly charge two or more independent acts of negligence, and proof of one of such acts warrants a recovery. New York, etc., R. Co. v. Callahan (1907), 40 Ind. App. 223, 225, 81 N.E. 670. We are of the opinion that the italicized [*465] clause was not intended by the pleader to qualify the first charge of negligence in relation to the defective condition of the track, but was designed[***10] only to apply to the second charge in relation to defective tires; that the two acts of negligence charged are not dependent, and that appellee might recover though the jury found that there was no defect in the tires. Chicago, etc., R. Co. v. Barnes (1905), 164 Ind. 143, 73 N.E. 91.*

*It is further urged by appellants that the answers to interrogatories show that decedent was guilty of contributory negligence. At appellants' request seventy-seven interrogatories were submitted. The answers to the interrogatories show, among other things, that decedent was thirty-four years old, and, previous to the races was employed by vehicle company to repair and test motors, and was accustomed to driving [**199] them, and, in 1908, had driven in a race at Savannah, Georgia; that he agreed, but not voluntarily, with the vehicle company to ride, as mechanician, in one of its automobiles to be driven by one Aitken, in a 300-mile race, on the track in question, on August 21, 1909; that the company agreed to give him $ 100, as a special compensation for such service; that decedent was at the track on August 20, 1909; that on August 21, 1909, he rode over the track in practice preparatory[***11] for the race; that on the night before the time set for the 300-mile race, Newby, an executive officer of the vehicle company, in decedent's presence, said to the mechanicians and drivers in its employ that if they preferred to withdraw, and not start in the race, he was willing that they should not start; that on August 21, decedent rode on the track in a car with Aitken, a distance of 105 miles, at a rate of 100 miles in 91 minutes and 49.1 seconds; [*466] that said car was withdrawn from the race, because of some mechanical difficulty, and decedent then entered another car of the vehicle company, driven by one Merz, and there took the place of a disabled mechanician; that it was Kellum's duty, as mechanician, to observe tires and make repairs when necessary; that the car driven by Merz, while running at a high rate of speed in the race, ran off the track because of rough track and bursted tire; that at that place there were defects in the track, consisting of ruts and holes, of which the officers of each appellant knew, but there was no evidence that decedent knew thereof. By interrogatories Nos. 62, 63 and 64, the jury found that on August 19, 20 and 21, 1909, the speedway [***12]track was so uneven and rough as to make it inherently dangerous and extraordinarily hazardous to a man riding thereon in an automobile at a high rate of speed in a race with other automobiles.*

*Interrogatories Nos. 65 to 71 inclusive, and answers thereto, were as follows: "65. Was the track of the Indianapolis Motor Speedway mentioned in the complaint, on the entire day of August 21, 1909, so rough and uneven as to make it inherently dangerous and extraordinarily hazardous to a man riding in an automobile on said track at a high rate of speed in a race with other automobiles? Yes. 66. Did Claude Kellum, on August 21, 1909, and prior to entering the car in which he was killed, with Charles Merz, ride around the track of the Indianapolis Motor Speedway Company mentioned in the complaint, in an automobile at a high rate of speed? Yes. 67. Did Claude Kellum, the decedent, on August 21, 1909, by riding around the track at the Indianapolis Motor Speedway Company, mentioned in the complaint, in an automobile prior to the time he entered the car in which he [*467] was killed, with Charles Merz, have an opportunity to learn and know that said track was so rough and uneven as to make it[***13] inherently dangerous and extraordinarily hazardous for him to ride on said track in the race in which he was killed? No. 68. Did Claude Kellum, the decedent, at the time he entered the car in which he was killed, with Charles Merz, prior thereto, have an equal opportunity with defendant, National Motor Vehicle Company to know that the track of the Indianapolis Motor Speedway, mentioned in the complaint, was so rough and uneven as to make it inherently dangerous and extraordinarily hazardous to him to ride in the race that was then on? No. 69. Did Claude Kellum, the decedent, at the time he entered the race in which he was killed, with Charles Merz, and prior thereto, have an equal opportunity with the defendant National Motor Vehicle Company to know and comprehend the danger of riding in said car in said race? No. 70. Did Claude Kellum have an opportunity to know, while the three-hundred-mile race was on and prior to his getting into the car with Charles Merz, that the track was so rough, uneven, and defective as to make it dangerous for him to ride in said race in the car with said Merz? No. 71. Did Claude Kellum, while riding in the three-hundred-mile race in the car with Charles[***14] Merz and a sufficient length of time prior to the accident for Merz to have stopped said car, have an opportunity to know that said track was so uneven and defective as to make it dangerous to him to remain longer in said race? No."*

*Appellants contend that it must be held that decedent did know of the dangers, notwithstanding the answers to interrogatories Nos. 67 to 71 inclusive; that such answers must be deemed conclusions rather than findings of ultimate facts. The [*468] answers were responsive to the interrogatories that appellants submitted. Manifestly they were not such as were anticipated by appellants, but that furnishes no reason why a court should consider a plea by the authors of the questions to disregard the answers because of the defective form of the interrogatories. Indianapolis Coal Traction Co. v. Dalton (1909), 43 Ind. App. 330, 335, 87 N.E. 552. The general verdict acquitted decedent of contributory negligence, and the facts found specially are not in irreconcilable conflict therewith.*

*Appellant, vehicle company, claims further that its separate motion for judgment should have been sustained because the answers to interrogatories affirmatively show[***15] that decedent assumed the risk of the danger. [HN3] The doctrine of assumed risk is grounded on the servant's knowledge, express or implied, of the existence of the danger. Standard Forgings Co. v. Saffel (1911), 176 Ind. 417, 427, 96 N.E. 321, and authorities cited. The general verdict exonerated appellee's decedent of any knowledge, actual or constructive, of the defect in the track which caused the accident. The facts specially found on the question of knowledge of danger, do not antagonize the general verdict.*

*Each appellant claims error because the court overruled its separate motion for a new trial, which averred that the verdict was contrary to law and not supported by sufficient evidence. The finding of negligence against each appellant is justified. There was ample proof that decedent's injury was proximately caused by a negligent defect in the speedway of which defect each appellant had previous knowledge. However, it is earnestly contended by the appellants that the evidence affirmatively discloses Kellum's [**200] guilt of contributory [*469] negligence, because, as claimed, the defect was obvious. The law imposed on Kellum the duty of using ordinary care to[***16] avoid injury, and the quantum of care required was proportioned to the danger. It was his duty to employ his vision and other senses in discovering danger, and if he failed to see a defect which, in the exercise of ordinary care he should have seen, he was chargeable with constructive knowledge of the defect. Was the defect in question obvious to Kellum -- one that was apparent to him in the exercise of ordinary observation under the particular circumstances, or which was or should have been disclosed to him by the use of his vision and other senses? Dillenberger v. Weingartner (1900), 64 N.J.L. 292, 45 A. 638. There was direct evidence that on Wednesday, Thursday, and Friday, August 18, 19 and 20, ruts and holes formed in the track, and, on the night of each of said days, speedway company had large forces of men and teams employed in repairing it and attempting to make it safe and serviceable, but there is no direct evidence that Kellum observed any defect in the track or had any knowledge thereof, or knowledge of the repair work. Kellum was at the grounds on Wednesday, Thursday, Friday and Saturday. On either Thursday or Friday he rode on the track, for a short time, [***17] in a race. An occupant of an automobile, running seventy miles per hour, can feel the vibrations of the car, running on a smooth surface, so one witness testified. The evidence shows that Kellum earned from $18 to $21 per week at his regular employment with vehicle company; that on Wednesday, August 18, it was agreed between him and the company that in consideration of $100 Kellum would ride in the "Wheeler-Shebler" 300-mile race scheduled for the afternoon of August 21; that he was to ride as mechanician for vehicle company, [*470] driver John Aitken; that pursuant to the agreement, he entered the Aitken car for the race, and after the car was driven a distance of 105 miles around the track, which was two and one-half miles long, it was withdrawn from the race because of a mechanical difficulty; that vehicle company, had another car in the same race, driven by one Merz, with*

*one Lime as mechanician; that Lime became ill shortly after Aitken's car was withdrawn, and Kellum took Lime's place in the Merz car, which then ran a distance of more than thirty miles before the accident; that each of the cars in which Kellum rode as mechanician ran at a speed of more than seventy miles[***18] per hour; that Kellum's duties as mechanician required him to look over the mechanical parts of the car, to use a pump to regulate air pressure in the oil tank and to watch the gauge to see when pumping was needed, to watch for racing cars in the rear, and to keep a watch on the two rear, and left front, tires; that in riding he wore goggles over his eyes, for protection against insects and dirt; that there was much dust and oil smoke in the air, while racing, and the accumulation of oil and dust on the goggles required frequent wiping to enable the mechanician to see the track. In view of his duties, the speed of the car and other circumstances disclosed, we can not say that the jury was without warrant in finding that Kellum was without knowledge, actual or constructive, of any serious defect in the track. It is suggested further, however, that on Friday night before the accident Kellum was warned of the danger by Mr. Newby, executive officer of the vehicle company. The evidence shows that at the time Mr. Newby had a meeting with the company's drivers and mechanicians who were to participate in the next day's races and told them that they were at liberty to stay out of the Saturday [***19]races if [*471] they wished. Three witnesses--Newby, Merz and Aitken testified concerning what was said at this meeting. Newby and Aitken testified that Newby told those present, including Kellum, that the track was rough--that they had had a good day Friday--that there had been some accidents--and that if any of them did not wish to enter the Saturday races they were free to stay out. In Merz' testimony concerning the meeting there is no reference to any thing said by Newby about the roughness of the track. It was for the jury to determine the credibility of the witnesses, and weigh their testimony and we can not say but that the jury was warranted in finding that at the meeting there was no suggestion of any defect in the track. It is also urged that the uncontradicted evidence shows that Kellum was warned of defects in the track by driver Aitken while driving 105 miles in the race. Aitken testified that he remarked to Kellum that the way was "cutting up", but he does not testify that Kellum made any reply. Kellum's cap had ear flaps, and, considering the noise of the engines, we can not say that the jury was unjustified in finding that Kellum never heard the remark. The burden[***20] of proving contributory negligence was on the defendants. The evidence on the subject was oral. The jury heard and saw the witnesses. It was not compelled to accept as true all uncontradicted statements of appellants' witnesses. Indeed, appellee claims that an examination of their testimony, as it appears in the record, exhibits bias and prejudice in favor of appellants. The work which Kellum entered on was of course highly dangerous, but we do not understand appellants as claiming that acting as mechanician in this race necessarily involved danger so obvious and imminent that this court should say that no prudent person would undertake the work. 26 Cyc 1256. [*472] We have examined the evidence on which appellants rely to show contributory negligence, and are of the opinion that we are not warranted, because thereof, in setting aside the verdict.*

*[**201] It is further urged by vehicle company, that the verdict is contrary to law because the evidence shows that Kellum assumed the risk. The jury by its general verdict found the proximate cause of the injury to be a latent defect in the road which Kellum did not discern and had no opportunity to discover. It was not Kellum's[***21] duty to inspect the roadway for latent defects. 26 Cyc 1251. Without setting out the evidence on which vehicle company bases its contention, it is sufficient to say that in our judgment the verdict finding that Kellum did not assume the risk is justified under the recognized rules pertaining to trial by jury.*

*Vehicle company claims that there is no evidence to show that Kellum, while riding in the Merz car, was doing so pursuant to this appellant's command, as alleged; that Kellum was ordered only to ride in the Aitken car, and that when that car was disabled, the special service ceased; that the evidence affirmatively shows that Kellum entered the Merz car as a volunteer without any order or direction from the vehicle company. Mr. Newby, an executive officer of this appellant, with authority to represent it in the management of its vehicles entered in the race, was within thirty to sixty feet of the Merz car when Kellum entered it, and observed that act, and the subsequent running of the automobile for thirty miles preceding the accident. Mr. Newby testified that he had no conversation with Kellum about taking Lime's place in the Merz car. We are of the opinion that from the conduct[***22] of Newby and Kellum the jury was warranted in finding that Kellum's service [*473] while riding in the Merz car, was, under the circumstances, a continuance of the same character of service, as contemplated by the parties, as that rendered when Kellum was riding in the Aitken car.*

Complaint is made of the giving and refusing of various instructions. What we have already said disposes of the most serious objections urged. In other respects we find no reversible error committed in relation to any instruction given or refused. Some minor questions are presented, which are not discussed here, but a consideration of all the questions presented by appellants impels the conclusion that the record discloses no reversible error. Judgment affirmed.

New York-El Paso Endurance Run, NY-TX

22nd August-17th September 1909 – 3852 miles

Three touring cars left New York, going via Chicago and Kansas City. The first to arrive in El Paso was driven by C.A.Root and William Jones. Of the other two, one dropped out in Chicago, and the other got lost and was not heard from in five days or so. The winning car lost five days due to having to stop for repairs.

Findlay, OH

25th August 1909 – ½ mile oval

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Barney Oldfield		0:01:06.75

Brighton Beach Motordrome, NY

27th-28th August 1909

FP	#	Driver	Car	Time
5 miles – Free-for-all				
1		Ralph De Palma	Fiat Cyclone	0:05:14.6
2		Kilpatrick	Hotchkiss	0:05:16.2
R		Bowers	Red Devil	mechanical
NS		Gilhooley	Peerless Green Dragon	accident

Gilhooley crashed through the fence when his car baulked in one of the corners while completing a warm-up lap.

6 Hour Race – For low priced cars				
1		Woltman	Hupmobile	326 miles
2		Jahasa	SPO	312 miles
3		Carruthers	Mitchell	187 miles
DQ	1	Adams	SPO	*DSQ*

Adams was disqualified for repeatedly baulking Woltman, and was suspended for 30 days. He had been leading when black flagged, and completed 240 miles.

1 mile – Time Trial				
1		Ralph De Palma	Fiat Cyclone	0:00:55.2
2		Walter Christie	Christie	0:00:57.8
24 Hour Race				
1		Charles Basle/Raffalovich	Renault	1050 miles
2		Louis Disbrow/Lund	Rainier	923 miles
3	3	Cyrus Patschke/Maynard	Acme	883 miles
4		Lescault/Howard	Palmer-Singer	870 miles
5		Hughes/Egioli	Allen-Kingston	866 miles
6	4	Vantine/Kayouh	Acme	760 miles
R		Heina/Cobe	Lozier	accident damage
R		Ralph DePalma/Parker	Fiat	accident damage
R		Robertson/Poole	Haupt	
R		Laurent Grosse/Ralph Mulford	Stearns	fatal accident

Grosse's Stearns was involved in an accident with the #3 Acme, in which Leonard Cole, the mechanician, was instantly killed. Grosse died later from his injuries, which included a broken back and a shattered spine. Grosse was 26 years old and lived in New York. The race was stopped for ten minutes to clear up, and the race resumed. The occupants of the Acme were only slightly injured, and continued in the race.
Further accidents and injuries occurred. One of the cars knocked over a metal lamp post, which hit Pinkerton Special Policeman P.Corrigan, breaking his leg and dislocating his knee. The Lozier overturned twice during the race. The first time it took two hours to repair, and after the second time, when it did two complete rolls after a tyre burst, it was withdrawn – the drivers were not hurt. The Fiat collided with the Allen-Kingston in the third hour, and was immediately withdrawn. The #4 Acme was driven through the infield fencing by Vantine to avoid a collision, but it was quickly repaired and continued. During the 9th hour the Rainier broke a cylinder and lost over 30 miles while undergoing repairs – it was in and out of the pits with cylinder trouble thereafter. It was also called to the judges stand at 11:45 am and cautioned for crowding the #4 Acme at Paddock turn a few minutes earlier when Lund was driving.
The times at half-way (12 hours) were: Renault, 568 miles. Acme #4, 512 miles. Rainer, 479 miles. Acme #3, 412 miles. Palmer-Singer, 424 miles. Allen-Kingston, 379 miles.

A match race between Ralph De Palma (Fiat Cyclone), Walter Christie (Christie 120 hp) and Kilpatrick (Hotchkiss 100 hp) was announced before the meeting, but never took place.

Silver Speedway, Erie Expo Grounds, PA

30th August 1909

FP	#	Driver	Car	Time
1 mile – Time Trial				
		Barney Oldfield		0:01:12.2

A new record for a mile on a half-mile track. Battling Nelson (World lightweight boxing champion) was a passenger in the car with Oldfield when the record was made. Oldfield made a standing start. According to the Lima Daily Times, Nelson "readily accepted an invitation to ride with the initial member of the Suicide Club."

2 miles – Match Race				
1		Barney Oldfield		
2		E.C.Crocker	Peerless Bug	

Oldfield won by a quarter of a mile, and won a purse of $1000. Several other races were run between local automobile dealers.

The races were postponed from the 28th August due to rain.

Tanforan, CA

5th September 1909

FP	#	Driver	Car	Time
300 miles – Golden West Grand Prize Automobile Race, for the Hotel St.Francis Trophy				
1			Lozier	300 miles
2			Thomas	259 miles
3			Packard	244 miles
4			Stearns	232 miles
5			Stevens-Duryea	159 miles

For stock cars costing $4000 and over. Run under the auspices of the California Motor Racing Association.

Mapleton, PA

5th September 1909

FP	#	Driver	Car	Time
		John Wetmore		

Race held as part of the Old Settlers' Picnic.

Seattle, WA

? September 1909

FP	#	Driver	Car	Time
24 hour race – Meadows Sweepstakes				
1			Hudson	

The Hudson made 706 miles in 18 hours running time on a rough track.

White Plains, NY

? September 1909

FP	#	Driver	Car	Time

10 miles

1	Thomas Costello	Maxwell Q	0:14:20
2	Arthur See	Maxwell Q	
	+ 3 others		

15 miles

1	Thomas Costello	Maxwell Q	0:21:32
2	Spencer	Mercedes	0:21:34
3	Arthur See	Maxwell Q	0:21:38
	+ 2 others		

This was held some time between the 9th and 17th September. Held under the auspices of the Westchester Driving Club.

Oklahoma City-Kansas City Endurance Run, OK-MO

7th-11th September 1909

Selected Entrants:

#	Car	Driver	Observer	Mechanician	Remarks
	Oldsmobile	E.J.Fritz	G.W.Vogeli	R.W.Yantis	Official pilot car. Also carried J.M.Densford, chairman of judging committee and acting manager of run.
1	Marion	Floyd R.Thompson		E.E.Klankey	Press car. Also carried W.R.Martineau, representative of the Daily Oklahoman.
5	Pullman	E.J.Keys	C.H.Wilson	Barney Lee	
7	Mitchell	Edward Noble	L.H.Chinn		Also carried S.B.Loose and M.L.Wolff, judges.
9	Sellers	W.F.Tinkler	H.J.Stevenson	Harry Atkins	
13	Franklin	Ray Colcord	H.W.Hoyt	Dr J.H.Beatty	
14	Oldsmobile	W.E.Heard	W.T.McNulty		
15	Pioneer	W.R.Roberts	C.M.Standard		Also carried P.P.Lewis as passenger.
16	Ford	F.C.Winchel	E.P.White		
20	Velie	R.E.Sexton	F.C.Wells	Jack Davidson	
	Oldsmobile	R.T.Maxey			Retired at Hutchinson.

There were 18 entrants in total. The roads were very muddy, which kept the runners in Wichita for longer than intended, extending the run to five days rather than four. The run then went through Emporia (overnight stop) and Ottawa on the way to Kansas City. On arriving in Kansas City the tourists reported it as having been a "combined land and water run" – no-one arrived with a perfect score. The contestants were competing for a trophy offered by the Daily Oklahoman newspaper of Oklahoma City.

Clarion Fairgrounds, IA

9th September 1909

W.C.Ross was driving a car in a race at the Clarion Fair when he skidded. His mechanican, Elmer Courson, who was hanging off the side to balance the car was thrown to the ground when the car hit the fence. The car wheels passed over him, breaking his leg and causing other injuries. Ross was uninjured.

Milford Fairgrounds, IA

10th September 1909 – Dirt oval

FP	#	Driver	Car	Time
5 miles				
1		R.E.Donaldson	Buick 16	0:07:33
2		Wallace	Ford	
3		O.W.Donaldson	Buick 10	

The Buick 10 lost a cylinder early in the race. Part of the Milford Fair.

Hamline, MN

11th September 1909

FP	#	Driver	Car	Time
1 mile				
1		Ralph De Palma	Fiat Cyclone	0:00:50.8
2		Kilpatrick	Hotchkiss	
3 miles – Match Race				
1		Ralph De Palma	Fiat Cyclone	0:02:38.0
2		Kilpatrick	Hotchkiss	
10 miles				
1		Ralph De Palma	Fiat Cyclone	0:08:49.6

Oelwein Totting Park, IA

17th September 1909

FP	#	Driver	Car	Time
2 miles				
1			Ford	
			Rambler	
			Reo	

A 5 mile race was also scheduled on the 18th, but no details have been found.

Kansas State Fairgrounds, Hutchinson, KS

18th September 1909 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Harry Shoemaker	Sellers	0:01:24.0
1 mile – Free-For-All				
1		George Wiles	EMF	0:01:32.5
5 miles				
1		George Wiles	EMF	0:06:47.0
2		Harry Shoemaker	Sellers	

The race was started twice. Wiles left Shoemaker at the first start when Shoemaker's car balked – Wiles consented to a restart, and pulled away easily.

1 mile				
1		George Wiles	EMF	0:01:24.0

Meeting was run by the Federation of American Motorcyclists during the Kansas State Fair.

New York State Fairgrounds, Syracuse, NY

18th September 1909 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Gasoline stock cars $1250 and under				
1		Charles G.Hanna	Hudson	0:05:49.6
2	2	Arthur See	Maxwell	
3	10	Thomas Costello	Maxwell	
5 miles – Free-for-all, Heat 1				
1		Barney Oldfield	Benz	0:05:14.4

2	C.H.Bowers	Peerless Red Devil	
R	James G.Barclay	Thomas	1 lap

5 miles – Free-for-all, Heat 2

1	Barney Oldfield	Benz	0:05:04.6
2	C.H.Bowers	Peerless Red Devil	

5 miles – Gasoline stock cars, Amateur drivers

1	Jim Barclay	Thomas	0:05:55.2
2	Arthur See	Maxwell	
3	Thomas Costello	Maxwell	

10 miles – Gasoline stock cars, Open

1	Barney Oldfield	Knox	0:10:57.4
2	Arthur See	Maxwell	
3	Thomas Costello	Maxwell	
4	C.H.Bowers	Peerless Red Devil	

Bowers had been leading until the seventh mile, when he punctured a front tyre, and appeared to drop a cylinder.

1 mile – Record Attempt

Barney Oldfield	Knox	0:00:53.4
Barney Oldfield	Knox	0:00:53.6

25 miles – Gasoline stock cars

1	Barney Oldfield	Knox	0:25:40
2	C.H.Bowers	Peerless Red Devil	24 laps
	Arthur See	Maxwell	
	Thomas Costello	Maxwell	

Tanforan, CA

19th September 1909

A race meeting was held by the Olympic Club on this date, with races for motorcycles and cars. Entrants included:

McDonald	*Winton*
Brewer	
Frank Murray	*Buick*
C.O.King	*Maxwell*
Earl Cooper	*Maxwell*
J.Hayden	*Stearns*
	Chalmers
H.M.Gold	*Autocar*
J.D.Mc?	*National*
	Stevens-Duryea

Mt Baldy Road Race, CA

19th September 1909 – Los Angeles-Mt Baldy: 93.6 miles

FP	#	Driver	Car	Time
1		William Ruess	Pope-Hartford	3:00:04
2		Harris Hanshue	Apperson	3:24:39
R		Gus Seyfried	White	accident

Seyfried crashed into a telegraph pole near Newhall – his mechanician, Frank Forbes, suffered a broken arm and internal injuries.

Kansas City Star Endurance Run, MO-NE

20th-24th September 1909 – 760 miles

#	Car	Entrant	Remarks
1	Franklin	Robertson	
2	American Simplex	Long	
3	Moon	Merrill	

4	Franklin	Robertson	Won the Ajax Cup, 9.1 pts, 2nd overall.
5	Kissell	Post	Withdrawn – broken axle
6	Rambler	Anderson	
7	Pennsylvania	Kendall	
8	Marmon	Taylor	5th.
9	Knox	Woodward	Withdrawn
10	Great Smith	Hollister	
11	Great Smith	Hollister	Won The Studebaker Cup, 23.5 pts, 4th overall.
12	Doris	Hall	
13	Royal Tourist	Cowherd	
14	Great Western	Colaw	
15	Overland	Kirkland	Withdrawn – steering damage
16	Ohio	Cowherd	
17	Maxwell	Simmons	
18	EMF	Wittwer	Driven by Mrs H.J.Wittman, scored 947.5 pts. This was the highest score by a woman in the endurance run. Her husband accompanied her, but she did drive the entire distance.
19	Buick	Collins	Withdrawn
20	Rambler	Nave	3rd, 22.1 pts
21	Mason	Welmer	
22	Velie	Whelock	
23	Auburn	Farnsley	Withdrawn – accident
24	Mason	Weimar	33.25 pts, 6th.
25	Jackson	Mallory	43 pts, 7th.
26	Cadillac	Greenlease	Winner of the event and The Star Trophy, 0 pts
27	Jackson	Mallory	
28	Maxwell	Rockledge	Withdrawn
29	Brush	Kirkland	
31	Reo	Taylor	Won The Auto Life Cup, 608.7 pts. Only division 4 car to finish.
32	De Tamble	Farnsley	Withdrawn
34	Autobug	Ross	Withdrawn
90	Gleason	Gleason	Withdrawn
101	Interstate	Todd	
103	Franklin	Bell	
104	Rambler	Meyer	
105	Franklin	Gudgel	
106	National	Wurmser	Withdrawn
108	Pope-Hartford	Alderson	
109	Locomobile	Williams	
110	Hupmobile	Covert	
111	Oldsmobile	Burnheimer	
113	Premier	Worth	
114	Thomas 40	Weber	
115	Great Smith	Guthrie	
116	Cadillac	Wheeler	
197	Pope-Hartford	Mehlbach	
-	Knox	Woodward	Press Car - Withdrawn
-	Auto Car Truck	Payne	Withdrawn

20th September – Kansas City-Junction City
Roy Dillon, driving a Buick, was severely injured near Lawrence, KS, when his car collided with a telegraph pole. His car was destroyed, and E.K.Kirkland, another passenger, was painfully bruised.

21st September – Junction City to Lincoln
22nd September – Lincoln to Omaha via Havelock, Waverly, Greenwood, Ashland, Ithaca, Wahoo, Fremont, Arlington, Kennard, Blair, DeSoto, Coffman, Florence, Elkhorn.

23rd September – Omaha to St.Joseph, MO.
The #23 Auburn skidded outside of Wathena, KS, and struck a telephone post, breaking the pole. He damaged the radiator, front wheel and steering. A blacksmith helped to repair the car, and it reached St.Joseph, whereupon it was withdrawn. The Doris #12 slipped from a small bridge near Troy, and it required a farm team to drag it back on the road, although it didn't make St.Joseph by the evening. The #10 Great Smith stopped in soft ground near St.Joseph to repair a puncture, but as the front was jacked up, the rear ones kept sinking deeper and deeper until the car was stuck and was unable to escape – horses had to drag it free.

24th September – St.Joseph to Kansas City, via Rushville, Atchison, Parnell, Cummings, Nortonville, Valley Falls, Boyle, Winchester, Easton, Leavenworth, Lansing, Piper and White Church.

Horace de Lisser, President of the Ajax-Grieb Rubber Company, offered the Ajax Cup to be awarded to the contestant in the runabout division who crosses the line with the best score. The Studebaker Cup was offered by the Studebaker Bros.' Manufacturing Company for Division 3 cars. The Auto Life Cup was offered by A.M.Blake and H.F.Worth, publishers of Auto Life, a monthly motor magazine in Kansas, for Division 4 cars.

South Framingham, MA

21st September 1909

FP	#	Driver	Car	Time
2 miles - Exhibition				
1		Arthur P.Hawes	60 hp	0:02:54.75

Frank A.Munsey Reliability Run, DC-MA

22nd-29th September 1909 – Washington-Boston-Washington: 1262 miles

FP	#	Driver	Car	Time
		Charles Miller	Ford	
			Hupmobile	stripped differential
	9	T.E.Lambert	Maxwell	finished
	36		Reo	finished
	31		Washington	finished
	37		Pullman	damaged near Albany
	24		Crawford	finished
	3		Washington	finished
	32		Washington	finished
	13		Pullman	finished
	11		Chalmers-Detroit	finished
		A.W.Behrens	Maryland	failed to report to start final day
	14		Spoerer	finished
	16	Frank P.Hall	Columbia	finished
	18		Corbin	finished
	20	Nat Tuttle	Winton	finished
	30		Marmon	finished
		T.S.Patterson	Selden	withdrawn
	26	Frank Hardart	Elmore	finished
	1		Pullman	finished
			Croxton-Keeton	withdrawn
			Croxton-Keeton	withdrawn
	21	W.A.Woods	American Simplex	finished
			Acme	
	28	Leo Schaab	Renault	finished
			Matheson	DSQ - Observer left car

The route was from Washington to Baltimore via Laurel, Baltimore to Philadelphia via New York and Lancaster, Philadelphia to Milford via Delaware Water Gap, Milford to Albany, Albany to Boston via Springfield. After a couple of days rest in Boston, the route went from Boston to New York, New York to Philadelphia via Atlantic City, Philadelphia to Washington via Baltimore.

22nd September: Baltimore-Philadelphia
The Columbia car, entered by Frank P.Hall of Washington, skidded against a telephone pole in Allentown, injuring Mrs Hall, and was to report the next day for the rest of the trip. The Corbin was forced to go to a machine shop for repairs and the Selden car of T.S.Patterson was withdrawn at Allentown.

23rd September: Philadelphia-Milford

24th September: Milford-Albany
Heavy rain made it hard going, and five cars lost their perfect scores. The car driven by A.W.Behrens ran into a fence. Jesse L.Cassard, a member of the technical committee, was thrown out but escaped injury. Repairs were made, but the car still eventually dropped out.

25th September: Albany-Boston
The run suffered from rain and hail. There were meant to be two days of rest in Boston, but following the weather it was agreed to divide the schedudle between Boston and New York in half.

28th September: New York-Philadelphia
The Matheson was disqualified in New York after the observer left the car after it was damaged from sliding into a post - the car needed repairs.

29th September: Philadelphia-Baltimore
Eighteen cars finished the run.

A Detroit Electric also made the run, but was a non-contestant as only gasoline cars could take part on the run. It finished the run without damage, having suffered two punctures.

The event awards were made as follows:-
Class 1 - Ford (for cars under $1000)
Class 2 - Maxwell
Class 3 - Pullman, driven by O'Connor
Class 4 - Elmore. This was the only car in the event to finish with a perfect score.
Class 5 - American Simplex (for cars costing $3000-$4000). It lost 0.9 pts.
Class 6 - Renault

Houston Post Automobile Endurance Run, TX

25th-26th September 1909

The route started and ended in Houston, going through San Antonio and San Marcos, with J.D.Palmer of the Houston Post acting as pacemaker in an Oldsmobile, the frame of his original car having broken the day before in New Braunfels. There were ten cars on the run - G.A.C.Halff entered a Stoddard-Dayton.

Texas State Fairgrounds, Dallas, TX

25th September 1909

FP	# Driver	Car	Time
2 miles - 4 cylinder cars			
1		Maxwell	
2		Ford	
2 miles - 4 cylinders cars, $1000-$3000			
1		Pope-Toledo	
2		Buick	
0.5 miles - Free-for-all, slow speed and high gear			
1		Maxwell	
2		Fal-Car	
=		Oldsmobile	
2 cylinder cars			
1		Jackson	

The auto races were part of the First Annual Reunion of the North Texas Fraternal Picnic Association.

Narragansett Park, RI

1st-2nd October 1909

Barney Oldfield was the star of this event. However, the AAA refused to sanction the event at the last minute after the promoter refused to pay the AAA in Providence $500 for the privilege of holding the races, this being in addition to the $200 paid for the sanction of the usual race meeting.

Louisville Automobile Club Endurance and Economy Contest, MO

? October 1909

Three Ramblers starred in the Louisville Automobile Club endurance and economy contest in which twenty-three cars were entered. Prince Wells, the Rambler representative driving the new "Fifty Five" won the Herald Cup in the 368 mile endurance contest, this being the only car making perfect time and receiving no penalty. Bertram Straus, an owner, in a Rambler "Forty-

Five", won the 250 mile contest for reliability and economy. Harry Ropke, in a Rambler "Forty-Five" was penalised two-tenths of a point in the reliability contest for a loose lamp door, finishing otherwise perfect.

Wisconsin State Fair Park, Milwaukee, WI

2nd October 1909

FP	#	Driver	Car	Time
5 miles (1.0 miles x 5 laps) – Stock chassis, $851-$1259				
1			Buick	
2			Hupmobile	
10 miles (1.0 miles x 10 laps) – Stock chassis, $1251-$2000				
1			Buick	
2			FAL	
3			Petrel	
50 miles (1.0 miles x 50 laps) – Stock chassis, Milwaukee Motor Derby				
1			Buick	
2			Pope-Hartford	
3			FAL	
4			American	
10 miles (1.0 miles x 10 laps) – Stock chassis, $2001-$8000				
1			Pope-Hartford	
2			Buick	

10 mile race was stopped after 8 miles due to an accident in which the Petrel of Schrader (driver) and Paulson (mechanician) went through a fence and overturned, injuring both. The meeting was run by the Milwaukee Automobile Association.

Bedford, IA

6th October 1909 – ½ mile dirt oval

FP	#	Driver	Car	Time
50 miles				
1			White Steamer	1:26:30
R		W.E.Crum	Buick	blown tyre/rolled
25 miles				
1			White Steamer	
R		M.L.Foy	Buick	rolled

Foy was uninjured, but car owner and passenger W.G.Gray suffered a sprained shoulder.

5 miles – 2 cylinder cars				
1		Dr Coakley		0:07:35

Dickson County Fairgrounds, Spirit Lake, IA

6th October 1909 – ½ mile dirt oval

FP	#	Driver	Car	Time
4 miles – Against Time				
1		Wallace	Stoddard-Dayton	0:06:39.25
2		H.A.Wilsey	Premier	0:07:35.5

Danbury, CT

9th October 1909 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Free-for-all				

1	Wagner	Columbia	0:07:43.25
	Brown	Fiat	
R	Ralph De Palma	Fiat Cyclone	accident

Ralph De Palma suffered a burst tyre and was thrown from his car. He landed on marshy ground, but still suffered a fractured thigh. Brown stopped his car following the accident which happened on the last lap.

Cumberland, PA

14th October 1909 – ½ mile oval

FP	#	Driver	Car	Time
5 miles – Windsor Cup				
1		A.A.Hersh	Maxwell 30	
2		C.H.Wickard	Chalmers-Detroit	-9s

Brighton Beach Motordrome, NY

15th October 1909 – 24 Hour Race

FP	#	Driver	Car	Time
1	3	Cyrus Patschke/Ralph Mulford	Lozier	1196 miles
2	4	Harry Cobe/Joe Seymour	Lozier	1165 miles
3	9	Louis Disbrow/H.Lund/F.Dearbourne	Rainier	1155 miles
4	2	Robert Burman/H.Hughes	Buick	1064 miles
5	10	Lewis Strang/James/Stutz	Marion	904 miles
6	11	Basle/Whalen	Matheson	891 miles
R	6	Louis Chevrolet/Arthur Chevrolet	Buick	punctures
R		Ray Howard/Frank Lescault	Palmer-Singer	broke axle
R		Willie Owen/Charles Bowers	Rainier	

Patschke/Mulford set a world record distance during the race. The Chevrolet brothers managed 624 miles in 12 hours, but quit after losing a wheel and getting punctures. The Rainier, when driven by Bowers, lost a tyre and over-turned, going through a fence. Bowers and his mechanician (Mause) were largely unhurt, although they were knocked unconscious. Lascault's car broke an axle and lost a wheel – the wheel bounced into the crowd, striking Miss Alice Roberts and fracturing her collarbone.
Another 24 hour race had been scheduled at Brighton Beach on the 24th September, to start at 5pm, but was postponed indefinitely because of heavy rain and a bad track.

Clarinda, IA

19th October 1909

FP	#	Driver	Car	Time
Race 1: 25 miles – Four cylinder cars and Steamers				
1		North	White Steamer	
Race 2: 10 miles – Two cylinder cars				
1		J.J.Eastman		
Race 3: 5 miles – One cylinder cars				
1		Dr Soper	Cadillac	
Race 4: 2 miles – Free-for-all				
Race 5: 15 miles – Free-for-all				

Atlanta Motordrome, GA

23rd October 1909

FP	#	Driver	Car	Time
2 miles - Time Trials				

	Barney Oldfield	Benz	0:01:31.0	
	Cliquot	Pope-Toledo	0:01:36.0	
	George Robertson	Simplex	0:01:34.2	
3 miles - Time Trials				
	Barney Oldfield	Benz	0:02:21.3	
	Cliquot	Pope-Toledo	0:02:45.2	
4 miles – Time Trials				
	Barney Oldfield	Benz	0:03:03.0	
	Cliquot	Pope-Toledo	0:03:38.4	
5 miles – Time Trials				
	Barney Oldfield	Benz	0:03:52.3	
	Cliquot	Pope-Toledo	0:04:34.3	
	George Robertson	Simplex	0:03:54.4	
	Kirschner	Darracq	0:03:58.0	
	Ed Durant	Renault	0:05:08.0	*Amateur*
6 miles – Time Trials				
	Barney Oldfield	Benz	0:04:34.2	
	Cliquot	Pope-Toledo	0:05:21.4	
	George Robertson	Simplex	0:04:34.4	
	Basle	Renault	0:04:34.4	
10 miles – Time Trials				
	Cliquot	Pope-Toledo	0:08:42.3	
10 miles – Three-cornered Race				
1	George Robertson	Simplex	0:08:21.2	
2	Cliquot	Pope-Toledo	0:08:34.2	
3	Basle	Renault	0:10:13.3	

Rome Driving Park, GA

26th-27th October 1909

FP	#	Driver	Car	Time
26th October: 5 miles - $70 Prize				
1		"Daredevil" Jones	EMF	0:06:57.4
2		James	Buick	0:06:58.8
26th October: 5 miles - $60 Prize				
1		"Daredevil" Jones	EMF	0:07:01.4
2		Rogers	White	0:07:04.0
3		James	Buick	0:07:07.6
27th October: 3 miles				
1		"Daredevil" Jones	EMF	0:04:10.2
2			Buick	0:04:16.4
3			EMF	0:04:24.2
4			Overland	0:05:58.2
			Buick	
			Hudson	
			White Gasoline	
27th October: 5 miles				
1		"Daredevil" Jones	EMF	0:06:52.8
2			White Gasoline	0:07:05.4
27th October: 5 miles – Free-for-all				
1		T.B.Dyal	Stearns	0:06:51.8
2		"Daredevil" Jones	EMF 30	0:06:52.8
3		H.H.Rogers	White Gasoline	0:07:05.4

Races were part of the Floyd County Fair. Note that "Daredevil" Jones was killed on the 11th December 1909 when involved in a road accident on Peachtree Road, Atlanta – his hands slipped on the steering wheel, causing the car to steer into a ditch and topple over. He was taken to the Grady Hospital but died from his injuroes at 1:30am the next morning.

Texas State Fairgrounds, Dallas, TX

30th October 1909 – 1 mile dirt oval

FP	#	Driver	Car	Time
10 miles – Stock Chassis				
1		Bob Burman	Buick	0:08:01.4

The other entries dropped out, and Burman was conceded the race at the end of the eighth mile.

15 miles – Free-for-all, Stock chassis				
1		Bob Burman	Buick	0:14:38.2
2		George DeWitt	Buick	
5 miles – Consolation Race				
1		Wieant	Buick	0:06:02.2
2		Christal	Buick	
30 minutes – Record Attempt				
1		Bob Burman	Buick	
10 miles - Race for owners				
1		George Clark	Jackson	
100 miles				
1		Bob Burman	Buick	1:41:25
2		George DeWitt	Buick	93 miles
R		Wieant	Buick	16 miles

Wheatley Hills Sweepstakes, LI

30th October 1909 - Long Island: 189.60 miles (12.64 miles x 15 laps)

FP	#	Driver	Car	Time
1	32	Ray Harroun	Marmon	3:10:21.4
2	33	R.W.Wilcox	Columbia	
R	31	A.Munson	Marion	2 laps/caught fire
R	34	Philip Wells	Moon	

Run concurrently with the Vanderbilt Cup.

Massapequa Trophy, LI

30th October 1909 - Long Island: 126.40 miles (12.64 miles x 10 laps)

FP	#	Driver	Car	Time
1	43	Joe Matson	Chalmers-Detroit	2:09:52.4
2	46	Martin Dorley	Maxwell	
3	44	Arthur See	Maxwell	
4	42	George Aiken	Hudson	
R	41	B.Brown	Chalmers-Detroit	
R	45	Thomas Costello	Maxwell	

Run concurrently with the Vanderbilt Cup.

Ascot Park, CA

31st October 1909

FP	#	Driver	Car	Time
3 miles				
1		Barney Oldfield	Stearns	0:02:56.4
5 miles – Match Race				
1		Barney Oldfield	Stearns	0:04:56.6
2		Seyfried	Over	

2 miles – Spreckles' Trophy
1 William R.Naylor Stearns

Note that the date is estimated – the one report on this race found said that the event was recent, but didn't say when. Oldfield's fastest mile was 36.6s.

Dallas-San Antonio, TX

1st November 1909

Known entrants:
6 Carew Alamo Special
11 White Steamer

The event went through Hamilton – may have been an endurance run.

Savannah-Atlanta Endurance Run, GA

8th November 1909

#	Entrant	Driver	Car	Class	Remarks
1	Harvey Granger	Harvey Granger	Stevens-Duryea	A	
2	Mayor George W.Tiedeman		Packard	A	
3	J.P.Taggart		Cartercar	B	
4	Savannah Taxicab Co	J.E.Finney	DeTamble	C	
5	Savannah Taxicab Co	W.C.Mahoney	Crawford	B	
6	Dr B.E.Miller	Dr B.E.Miller	Reo	C	
7	Dr J.Wallace Daniel	Dr J.Wallace Daniel	Cartercar	C	
8	T.A.Bryson	T.A.Bryson	Chalmers-Detroit	A	
9	F.C.Battey	F.C.Battey	Stevens-Duryea	A	
10	Frank Hayne	Frank Hayne	Buick	C	
11	Norman G.Brown	Norman G.Brown	Packard	A	
12	Dr Craig Barrow	Dr Craig Barrow	Stevens-Duryea	A	
14	Dr J.L.Kennedy	Dr J.L.Kennedy	DeTamble	C	
15	William Bradley				
16	Sigo Myers				
17	R.W.Little				
18	G.I.Taggart				
19	Wilson Automobile Co		Ford Model T	C	
20	F.F.Stacer		White Steamer	A	
21	B.G.Tippins		Schacht	C	
22	Lawrence W.Hazard		Maxwell Q	C	
23	W.H.Lawrence		Maxwell K	B	
24	A.W.Solomon		Stevens-Duryea 10	A	
25	L.H.Hilton		White Steamer	A	
26	R.V.Connerat		Buick	A	
27	R.V.Connerat		Buick	C	
28	W.T.DeBorde		Cadillac	B	
29	W.G.Austin		Buick		Accident on route.
30	S.B.Fowler	James L.Sibley	Cadillac	B	Arrived first – 13.75 hours running time.
31	T.E.Youmans		Buick	C	
32	O.B.Martin		White gasoline	A	
33	N.H.VanSicklen		Apperson	A	
34	Averitt Auto Company		Buick	C	
35	Graham Auto Company		EMF	C	
36	E.C.Gager		Maxwell	C	
37	Averitt Auto Company		Buick	C	
38	Maxwell-Briscoe Company		Maxwell		
	Savannah Taxicab Co	C.B.Snedeker	Cartercar	C	Entered, but not on final entry list.
	Arthur Wells		Buick	C	Entered, but not on

					final entry list.
	R.V.Connerat				Entered, but not on final entry list.
	W.G.Austin		Buick		Entered, but not on final entry list.

Run under the auspices of the Savannah Morning News and the Atlanta Constitution. Route was Savannah, Eden, Blitchton, Statesboro, Rockyford, Scarborough, Millen, Louisville, Davisboro, Sandersville, Milledgeville, Eatonton, Madison, Rutledge, Social Circle, Covington, Conyers, Lithonia, Stone Mountain, Clarkston, Decatur, Atlanta. Part of the Atlanta Constitution Good Roads series of endurance runs.
Austin's Buick, driven by William T.de Borde, attempted to avoid a collision with a horse in Waynesboro, skidded and landed in a ditch, breaking the two righthand wheels and throwing out the occupants. The car was repaired with the loss of ten hours and fifty minutes time, and made it to the finish.

Dublin-Atlanta Endurance Run, GA

8th November 1909 – 157 miles

Driver	Car	Remarks
Frank N.Watkins	EMF 30	Pilot car, best time.
N.H.Marshall	EMF 30	3rd best time.
Dr Herbert Rushin	EMF 30	
H.F.Maund	EMF 30	
J.A.Hinson	Cadillac 30	
Blanton Outler	Maxwell Q	
Miss Gladys Smith	Buick 20	
Mark Smith	Jackson 30	2nd best time.
H.C.Tompkins	Buick 30	
Dr J.E.New	EMF 30	
C.C.Cadwell	EMF 30	
Dr J.J.Barton	Cadillac 14	
Miss Pearl Page	EMF 30	
Claude W.Brantley	Maxwell	
E.Smith	Maxwell 20	
S.H.Fuller	Jackson 30	
A.D.Alsup	Cadillac 30	

Part of the Atlanta Constitution Good Roads series of endurance runs. Running time was about 8 hours. Frank N.Watkins made the best time, the car owned by Mayor L.Q.Stubbs of Dublin. Despite all of the entries, only three cars made the run, and each of these finished in perfect condition.
Note that a Milledgeville-Atlanta Endurance Run was also held in conjunction with the other runs mentioned here.

Albany-Atlanta Endurance Run, NY-GA

8th-9th November 1909

#	Entrant	Car	Class	Observer	Remarks
	Albert Henderson	Elmore	B		Prize winner.
	I.M.Powell	Oldsmobile	A		
	I.H.Bachelor	Rambler	A		
	William M.Sutton	White Steamer	A		Driven by Hugh Strachan.
	J.R.Ray	Jackson			
	T.B.Raines	Oldsmobile			
	T.B.Hillock	Ohio			
	Dr A.R.Hillsman	Winton Six	A		Prize winner.
	P.J.Walter	Elliott			
	G.F.Alford	Jackson			
	W.E.Smith	Jackson	B		Prize winner.
	C.V.Horne	Overland			
	Mrs Elijah B.Lee	Ford	C		
	M.R.Bacon	Hupmobile	C		Prize winner.
	D.G.Davis	Hupmobile	C		
	F.E.Wade	Ford			
	Phil Coxwell	Buick			
	S.A.Brim	Buick	C	J.D.Collier	
	J.W.Fowler	EMF			

	W.E.Grubbs	Maxwell	C		Prize winner.
	Walter Rylander	EMF			
	L.Clayton	Rambler	A		Prize winner.
	E.R.Clark	Elmore	B		Prize winner.

Part of the Atlanta Constitution Good Roads series of endurance runs. Went via Fitzgerald and Macon.
Local speed laws in Albany were suspended for the day when the event started, and the drivers left as fast as their cars could take them. Cars left at three minute intervals. Walter Rylander's EMF broke its driving gear just before the start, but did get off later.

Fitzgerald-Atlanta Endurance Run, GA

8th-9th November 1909

#	Driver	Car	Class	Observer	Remarks
1	Dr E.J.Dorminy	Ford	C		
6	Dr R.M.Ware	Ford	C		
9	D.P.Adams	Maxwell	C		
10	R.B.Fletcher	Buick	C		
11	I.H.Fann	EMF	B		Entered by S.C.Momand
	J.C.Drewer	Cadillac 30	B	Lem Farnell	Did Not Start
	Bud Ashley	Cadillac 30	B	J.W.Quincy	Did Not Start
16	H.D.Bunn	Reno 20	C		
18	W.R.Bowen	Cadillac	B		
	L.W.Meakin	Cadillac 30	B	R.J.Prentis	Did Not Start
	J.E.Cameron	Buick 17	B		Did Not Start
20	H.V.Ayers	Mitchell 30	B	F.L.Sweat	
	T.S.Price	Mitchell 50	A	T.J.Holland	Did Not Start
22	H.A.Burkhart	Cadillac	B	H.M.Warren	
	J.J.Dorminy	Mitchell 30	B	B.A.Campbell	Did Not Start
25	L.O.Tisdel	Cadillac	C		
26	J.G.Paulk	Cadillac	B		Did Not Start
27	J.E.Wadley	Chalmers-Detroit	B	Judge R.T.Hitch	
28	J.E.Nix	Buick	B		Entered by F.H.McGee.
29	Marion Dickson	Reo	C	Westley R.Walker	Did Not Start
30	Dr J.H.Moss	Buick	C	Dr D.F.Thompson	
31	Dr J.C.Wilson	Reo roadster	C		
32	M.J.Paulk	Cadillac	B		Did Not Start
33	L.A.Farnell	Cadillac	C	A.N.Youngblood	

Part of the Atlanta Constitution Good Roads series of endurance runs. Ran concurrently with the Albany-Atlanta Endurance Run.

Macon-Atlanta Endurance Run, GA

9th November 1909

Entrant	Driver	Car	Class	Remarks
W.J.Massey	Isam Fann	Oldsmobile 60	A	
S.R.Jaques Jr	S.R.Jaques Jr	Oldsmobile 40	A	
S.S.Dunlap	S.S.Dunlap	Chalmers-Detroit 40	A	
J.W.Shinhoiser	J.W.Shinhoiser	Chalmers-Detroit 20	B	
Willingham-Wheeler Auto Company	E.J.Willingham Jr	Velie 30	B	
H.M.Wortham	H.M.Wortham	Chalmers-Detroit 30	B	
P.Happ	P.Happ	Chalmers-Detroit 30	B	
Lawson Brown	Lawson Brown	Chalmers-Detroit 30	B	
C.M.Millirons	C.M.Millirons	Chalmers-Detroit 30	B	
Charles C.Holt	Charles C.Holt	Chalmers-Detroit 30	B	
J.Freeman Hart	J.Freeman Hart	Chalmers-Detroit 30	B	
Willingham-Wheeler Auto	J.C.Wheeler	Empire 20	C	

Company				
H.B.Erminger	H.B.Erminger	Maxwell 12	C	
H.K.Burns	H.K.Burns	Maxwell Sportsman 20	C	
Lewis Hale		Hudson 20		Won event.
W.Walker		Chalmers-Detroit 30		
John Bradley		Chalmers-Detroit 30		
Leon S.Dure		Oldsmobile 30		
J.C.Walker		Chalmers-Detroit 30		
R.R.Feagin		EMF 30		
H.H.Harden		Buick 30		
C.H.Meisler		White steamer 20		
F.N.Wilder		Maxwell 30		
Henry J.Lamar		Oldsmobile		Arrived at Atlanta Speedway 1st.

Part of the Atlanta Constitution Good Roads series of endurance runs. Ran concurrently with the Albany-Atlanta Endurance Run.

Augusta-Atlanta Endurance Run, GA

9th November 1909

Entrant	Driver	Car	Remarks
Augusta Garage and Supply Company	Perroux	Hudson	Did Not Start
Pronteau Brothers	A.B.Pronteau	Winton	Pacemaker car
Speth Brothers	Bob Tidwell	Maxwell	Edward Watson observed.
G.R.Maner	G.R.Maner	Maxwell	Did Not Start
F.A.Wolfe	F.A.Wolfe	Rambler	
George S.Lombard	Robert Anderson	Ford	Did Not Start
Louis Clinton	Louis Clinton	Rambler	Did Not Start
Dr H.J.Morton	H.J.Morton	Buick	Suffered radiator trouble.
Tyrus Cobb		Hupmobile	Broke a spring 15 miles out of Atlanta.

Part of the Atlanta Constitution Good Roads series of endurance runs. The route went from Augusta to Thomson, Washington, Athens, Winder, Lawrenceville and Atlanta.
The Pronteau Brothers car finished with a perfect score, but was not a competitor on the event. The only other competitive car which finished with a perfect score was the Speth Brothers Maxwell, and this won the event.

An Athens-Atlanta Endurance Run was to be run concurrently with this event.

Atlanta Motordrome, GA

9th-12th November 1909 – 2 mile oval

FP	#	Driver	Car	Time
9th November: 1 mile – Time Trials, Free-for-all				
1		Lewis Strang	Fiat	0:00:37.71
2		Barney Oldfield	Benz	0:00:40.13
3		Walter Christie	Christie	0:00:43.82
4		John Rutherford	Stearns	0:00:50.35
		George H.Robertson	Fiat	
		Charles L.Basle	Renault	
		Louis A.Disbrow	Ranier	
		Louis Cliquot	Pope-Toledo	
9th November: 10 miles – Stock Chassis, 161-230 ci displacement				
1		Joe Matson	Chalmers-Detroit	0:09:49.46
2		William Knipper	Chalmers-Detroit	0:09:49.84
3		Joe Nelson	Buick	0:09:50.18
		James H.Rogers	White gasoline	
		Louis Schroitzer	Fuller	
		"Daredevil" Jones	EMF	

	Yaeger	EMF		

9th November: 10 miles – Stock Chassis, 451-600 ci displacement

1	John Aitken	National	0:08:27.22	
2	John Kincaid	National	0:08:27.71	
3	Hugh Harding	Apperson Jackrabbit	0:08:50.65	
	George H.Robertson	Fiat		
	Charles Basle	Renault		
	Lewis Strang	Fiat		
	John Rutherford	Stearns		

9th November: 10 miles – Free-for-all Handicap

1	Harry Stillman	Marmon	0:08:54.96	
2	Ray Harroun	Marmon	0:09:05.67	
3	John Aitken	National	0:09:12.41	*scratch*
	George H.Robertson	Fiat		
	Neil Whatten	Matheson		
	Charles Basle	Renault		
	Louis A.Disbrow	Rainier		
	Hugh Harding	Apperson Jackrabbit		
	Walter Christie	Christie		
	H.J.Kilpatrick	Hotchkiss		
	Louis Schroitzer	Fuller		
	Louis Cliquot	Pope-Toledo		
	Daredevil Jones	EMF		
	Yaeger	EMF		
	Kincaid	National		

9th November: 2 miles – Free-for-all

1	Lewis Strang	Fiat	0:01:31.63
2	Barney Oldfield	Benz	0:01:37.18
3	John Aitken	National	0:01:43.72
	Charles Basle	Renault	
	Louis Disbrow	Rainier	
	Hugh Harding	National	
	Walter Christie	Christie	
	George Robertson	Fiat	
	H.J.Kilpatrick	Hotchkiss	
	Louis Cliquot	Pope-Toledo	

9th November: 200 miles – Stock chassis, 301-400 ci displacement, Coca-Cola Trophy

1	Louis Chevrolet	Buick	2:46:47.45
2	Bert Dingley	Chalmers-Detroit	2:53:33.92
3	Lee Lorimer	Chalmers-Detroit	2:55:15.62
4	Charles Basle	Renault	3:05:10.31
	Louis Disbrow	Rainier	
R	Harry Stillman	Marmon	accident
	Barney Oldfield	Benz	

Prizes were also $600 in gold for 1st, $300 for 2nd, $150 for 3rd.

Stillman's Marmon blew a tyre near the end of the race, causing the car to roll. Stillman and his riding mechanic were thrown out, but were unhurt.

A test day was held on the 8th November, Strang taking his Fiat around 4 miles in 3m11.4, the second lap being on three cylinders.

10th November: 10 miles - Stock Chassis, 451-600 ci

1	Hugh Harding	Apperson Jackrabbit	0:08:30.68
2	Marquis	Stearns	0:09:30.67

10th November: 10 miles - Free-for-all, Amateur Drivers

1	Oldknow	Buick	0:08:52.56
2	John Rutherford	Stearns	0:08:52.57
3	Travis	Chalmers-Detroit	

10th November: 4 miles - Free-for-all

1	Lewis Strang	Fiat	0:02:47.03
2	Walter Christie	Christie	0:03:07.63
3	John Aitken	National	0:03:10.41

10th November: 10 miles – Special Race

1	Lewis Strang	Fiat	0:07:01.91
2	Barney Oldfield	Benz	0:07:27.71
3	Walter Christie	Christie	

This took the national ten mile record.

10th November: 100 miles – Stock Chassis, 161-230 ci displacement, Candler Trophy

1	William Knipper	Chalmers-Detroit	1:40:46.82
2	Joe Matson	Chalmers-Detroit	1:41:52.46
3	Joe Nelson	Buick	1:43:10.42

The weather on the tenth was cold and blowy, with a slow drizzle in the afternoon, which contrasted with the sun of the opening day. The drizzle caused the light cars to slide about in the Candler Trophy race, and the following 20 mile free-for-all handicap race was called off.

12th November: 24 miles – Stock Chassis, 161-230 ci

1	William Knipper	Chalmers-Detroit	0:23:40.42
2	Joe Matson	Chalmers-Detroit	0:23:40.71

12th November: 20 miles – Handicap for entrants of New York Herald-Atlanta Journal Constitution Tours

1	Stoecker	Benz	0:20:36.86
2	Whalen	Matheson	0:21:15.64
3	Shaab	Renault	0:21:55.83

12th November: 20 miles – Stock Chassis, 301-450 ci

1	John Aitken	National	0:10:07.65
2	Lee Lorimer	Chalmers-Detroit	0:10:09.28
3	Bert Dingley	Chalmers-Detroit	0:10:10.43

12th November: 10 miles – Handicap, 231-300 ci

1	Ray Harroun	Marmon	0:09:51.01
2	Joe Matson	Chalmers-Detroit	0:09:51.23
3	William Knipper	Chalmers-Detroit	0:09:51.27

12th November: 2 miles – Free-for-all

1	Lewis Strang	Fiat	0:01:34.47
2	Walter Christie	Christie	0:01:41.71
3	George Robertson	Fiat	0:01:42.30

12th November: 6 miles – 451-600 ci

1	George Robertson	Fiat	0:04:43.37
2	John Aitken	National	0:05:11.11
3	Hugh Harding	Apperson Jackrabbit	0:05:13.02

12th November: 24 miles – Stock Chassis, Amateur Drivers for the Kriegshaber Trophy

1	John Rutherford	Stearns	0:20:35.25
2	Kiser	Pope-Hartford	

12th November: 50 miles – Free-for-all

1	George Robertson	Fiat	0:40:14.02
2	John Aitken	National	0:43:11.41
3	Harry Stillman	Marmon	0:43:30.56
R	Lee Lorimer	Chalmers-Detroit	26 miles/accident
R	Hugh Harding	Apperson Jackrabbit	26 miles/accident
R	Lewis Strang	Fiat	18 miles/tyres

H.J.Kilpatrick had been due to compete in his Hotchkiss, but was unable to due to mechanical problems. Hence he decided to try Asa Candler's Pope-Toledo 90 hp known as the 'Merry Widow', and he took it out for a couple of laps before the races started. While on his second lap, the car burst into flames, struck the fence and then turned over, throwing the driver and mechanician Roland B.Church clear. Church was unhurt apart from a singed moustache, and Kilpatrick suffered a few cuts and bruises, and minor burns. According to Kilpatrick, the valves stuck and flew back into the carburettor, which then caused a piston to blow, damaging two cylinders and causing the car to catch fire.

Arizona State Fairgrounds, AZ

11th November 1909 – 1 mile dirt oval

FP	#	Driver	Car	Time
50 miles – Cars costing less than $3000				
1		Donnell	Pennsylvania	0:56:26
2		Stone	Columbia	0:59:36
3			Elmore	1:09:07
R		Nikrent	Buick	accident

10 miles – Cars costing less than $1600

1	Nikrent	Buick	0:13:31
2		Tourist	

10 miles – Cars costing over $1600

1	Frank Free	Isota	0:11:13
2	Donnell	Pennsylvania	0:11:16
3	Calinhan	Speedwell	0:13:19

50 miles – Cars costing over $3000

1	Frank Free	Isota	0:52:45
2		Kissel Kar	0:53:13

San Antonio, TX

14th-17th November 1909 – ¾ mile oval

FP	#	Driver	Car	Time

14th November: 5 miles

1	Barney Oldfield	Benz	0:04:39.6

14th November: 1 mile – Time Trial

1	Barney Oldfield	Benz	0:00:55.0

There were at least three other races, all won by Buick, run on the 14th.

16th November: 6 laps

1	Grinnon	Buick 10	0:04:46.8
2	Ben Johnson	Chalmers-Detroit 30	

16th November: 8 laps

1	Tobin DeHymel	Stoddard-Dayton	0:05:52.0
2	Kirchner	Darracq	

16th November: 12 laps – Stock Chassis

1	Tobin DeHymel	Stoddard-Dayton	0:08:40.0
2	George Clark	Jackson	

16th November: 1 lap - Time Trial

1	Barney Oldfield	Benz	0:00:54.0
2	Bob Burman	Buick	0:00:57.4
3	George DeWitt	Buick	0:00:58.8

16th November: 15 miles, Free-for-all

1	Bob Burman	Buick	0:14:26.4
2	George Clark	Jackson	
R	Tobin DeHymel	Stoddard-Dayton	hit bank

17th November: 6 hour race

1	Ben Johnson	Chalmers-Detroit	288 laps
R	George Clark	Jackson	267 laps/crashed
R	Tobin DeHymel	Stoddard-Dayton	267 laps/lost wheel
R	Bob Burman	Buick	accident
R	Barney Oldfield	Knox	5 laps/con-rod

Burman's car overturned and threw him out, somersaulting and narrowly avoiding him as it landed. Burman escaped with severe bruising. Clark crashed when he swerved to avoid DeHymel, who had lost his fly-wheel. Clark's car went over the embankment and landed upright some distance away, leaving Clark unhurt. The San Antonio Automobile Club later decided to award Clark a gold medal for his bravery in deciding to go over the 12 foot embankment rather than hit DeHymel.
The race was stopped early when Johnson was the only car left running – it was stopped after Johnson completed 216 miles in 4h52. The second and third prizes were pooled and divided between Clark and DeHymel.

Mardi Gras Track, LA

20th-21st November 1909 – New Orleans

FP	#	Driver	Car	Time

20th November: 5 miles – Match Race

1	Cowell	Chalmers-Detroit	0:07:12.0

2	Benzle	Oldsmobile		

20th November: 20 miles – Stock Cars

1	Ray Harroun	Marmon	0:21:28.4	
2	John Aitken	National		
3	Charles Aitken	Renault		

20th November: 4 miles – Louisiana Championship, for the Governor J.Y.Sanders Trophy

1	Walker	Buick	0:06:48.4	
2	Murphy	Ford		

For cars owned by citizens of Louisiana. Two other cars withdrew.

20th November: 10 miles – Free-for-all, Handicap

1	Charles Basle	Renault	0:10:52.0	*30s handicap*
2	Ray Harroun	Marmon		*scratch*
3	John Aitken	National		*scratch*

20th November: 5 miles – Free-for-all

1	John Aitken	National	0:05:25.2	
2	Ray Harroun	Marmon		
3	Charles Basle	Renault		

20th November: 50 miles

1	Ray Harroun	Marmon	0:54:00.6	Class 2
2	Charles Basle	Renault		Class 2
?		Chalmers-Detroit	flagged	Class 4

Class 2 was for 301-450 ci cars, Class 4 for 161-230 ci cars. The Chalmers-Detroit was the only entry in class 4. When Harroun crossed the finishing line, he was ten miles ahead of the next driver, the race having been afflicted with tyre problems.

A railroad crash meant that a car load of automobiles from San Antonio couldn't make it to the opening day of the races.

21st November: 10 miles – Handicap

1	Kirscher	Darracq	0:10:55.0	*scratch*
2	John Aitken	National		*15s handicap*
3	Ray Harroun	Marmon		

21st November: 50 miles – Record Attempt

Barney Oldfield attempted the world 50 mile record in his Benz, but blew a tyre in the 18th mile and aborted the run. He had covered 15 miles in 14m04.

21st November: 5 miles – Southern Championship, for the New Orleans Railway and Light Company Trophy

1	Speer	National	0:05:30.0	
2	Swoboda	Marmon		
3	Walker	Buick		

21st November: 1 mile – Track Record Attempt

1	Barney Oldfield	Benz	0:00:54.0	

21st November: 10 miles – Free-for-all, Handicap

1	Charles Basle	Renault	0:11:21	*1:15 handicap*
2	Kirscher	Darracq	0:10:16.6	*scratch*
3	Ray Harroun	Marmon		*0:40 handicap*

21st November: 5 miles – New Orleans Championship, for the Mayor Martin Behrman Cup

1	Walker	Buick	0:06:15	

For residents of New Orleans.

21st November: 5 miles – Match Race, flying start

1	Barney Oldfield	Benz	0:05:17.6	
2	Kirscher	Darracq		

21st November: 100 miles

1	Ray Harroun	Marmon	1:47:14.0	
2	Charles Basle	Renault		
3	Cowell	Chalmers-Detroit		
R	John Aitken	National	80 miles/ignition	

Aitken had been leading Harroun by a mile when he broke down.

Beaumont Driving Park, TX

25th November 1909 – ½ mile sandy dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
		Barney Oldfield	Benz	0:01:13.5
		Ben Kirscher	Darracq	0:01:19
1 mile - Pursuit				
1		Barney Oldfield	Benz	
2		Ben Kirscher	Darracq	

Redlands Mile High Hillclimb, CA

26th November 1909 – 9 miles

There is some confusion over the results of this event. It was reported in adverts in 1910 that an Apperson Jackrabbit won the event. It was also reported that a Maxwell won, with an American Simplex second. A Matheson 6-cylinder driven by P.A.Renton won its class, completing the climb in 9 minutes.

Harrisburg Track, Houston, TX

27th November 1909 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial for Amateur Drivers, for the Barney Oldfield Silver Plate Trophy				
1		W.L.Anderson	Cadillac	0:01:22.5
		Oberwetter	Chalmers-Detroit 30	
		R.Watson	EMF 30	
½ mile				
1		Ben Kirscher	Darracq	0:00:37.75
2 miles – Stock Cars, $1500 and under				
1		W.L.Anderson	Cadillac	0:02:54.5
		R.Watson	EMF 30	
		Oberwetter	Chalmers-Detroit 30	
½ mile				
1		Ben Oldfield	Benz	0:00:34.6
¼ mile – Slow Race (Slowest time, using high gear)				
1			Rambler	
2			Overland	
R			Pierce Arrow	choked
DQ			Buick	Stopped – didn't keep moving
1 mile – Time Trial				
		Barney Oldfield	Benz	0:01:09.75
1 mile – Match Race, Heat 1				
1		Barney Oldfield	Benz	0:01:12.0
2		Ben Kirscher	Darracq	
1 mile – Match Race, Heat 2				
1		Barney Oldfield	Benz	0:01:11.0
2		Ben Kirscher	Darracq	

The races were postponed from the 20th November due to rain, which made the track too slippery.

Shreveport Fairgrounds, LA

1st December 1909

FP	#	Driver	Car	Time

1 mile – Time Trial

	Barney Oldfield	Benz	0:01:05.0
	Ben Kirschner	Darracq	0:01:10.4

5 miles

1	Barney Oldfield	Benz	0:05:45
2	Ben Kirschner	Darracq	0:05:52

Texas State Fairgrounds, Dallas, TX

8th December 1909

FP	#	Driver	Car	Time	
5 miles - Handicap					
1		Ben Kirscher	Darracq	0:05:24	*50s handicap*
		Fred Shaw	Knox Giant		*15s handicap*
		Joe Giraud	Velie		
5 miles – Match Race, Heat 1					
1		Barney Oldfield	Benz 120 hp	0:05:11	
2		Ben Kirscher	Darracq		
5 miles – Match Race, Heat 2					
1		Barney Oldfield	Benz 120 hp	0:05:17	
2		Ben Kirscher	Darracq		
Dallas Championship, Handicap					
1		Joe Giraud	Velie	0:06:06.1	
2		George Clark	American	0:07:59.6	
		Spencer	Hupmobile		
		Ed Sluder	Maxwell		

The Velie and American were handicapped by one lap, having to complete five laps to the four laps for the Hupmobile and Maxwell.

5 miles - Exhibition			
1	Joe Giraud	Velie	0:06:28.4
2	Fred Shaw	Knox Giant	0:06:29.6
50 miles – Time Trial			
1	Barney Oldfield	Benz 120 hp	0:47:18.2

This was reported as being a 50 mile record for a circular track. Oldfield got so cold that his hands had to be loosened from the steering wheel by his assistant at the end of the run. He completed 30 miles in 28m55.

Planned for the 4th December, the races were rained off and eventually held on the 8th – it was run under the auspices of the Playgrounds Committee of the City Federation of Women's Clubs for the purpose of securing funds to begin athletic work in the public schools of the city. Barney Oldfield (Benz), Ben Kirscher (Darracq) and Fred Shaw (Knox Giant) all volunteered to compete, and stayed in Dallas until the races took place.

Ascot Park, CA

12th December 1909

FP	#	Driver	Car	Time
6 Hour Race				
1		Soules	Stearns	293 miles
2		George Kussman	Pullman	251 miles
R			Buick	249 miles
R		Leonard McLarty	Sunset	overturned
R			Cadillac	overturned
R		Harris Hanshue	Apperson Jackrabbit	52 miles/overturned

Buick led until the sixth hour, when it broke down and retired. When the Sunset overturned, McLarty broke his collarbone, and his mechanician Bodin suffered a broken leg and internal injuries.

Indianapolis, IN

17th-18th December 1909

FP	#	Driver	Car	Time
17th December: 20 miles (2.5 miles x 8 laps) - Free-For-All				
1	5	John Aitken	National 40	0:16:18.41, 73.589 mph
2	6	Harry Stillman	Marmon 32	0:17:03.74
3	7	Howard Marmon	Marmon 32	0:17:52.88
4	12	Walter Donnelly	Packard 30	0:18:43.83
5	9	William Endicott	Cole 30	0:21:22.11
6	10	Sewell Motsinger	Empire 20	0:25:50.43
7	4	Tom Kincaid	National 40	5 laps/Out of oil
17th December: 1 mile Time Trial				
	10	Sewell Motsinger	Empire 20	0:01:20.46, 44.743 mph
	9	William Endicott	Cole 30	0:01:05.97, 54.570 mph
	4	Tom Kincaid	National 40	0:00:49.20, 73.171 mph
	5	John Aitken	National 40	0:00:50.00, 72.000 mph
	12	Walter Donnelly	Packard 30	0:00:58.60, 61.433 mph
		Walter Christie	Christie FD 120	0:00:47.06, 76.498 mph
		Walter Christie	Christie FD 120	0:00:46.22, 77.888 mph
	5	John Aitken	National 40	0:00:50.53, 71.245 mph
	5	John Aitken	National 40	0:00:45.00, 80.000 mph
		Lewis Strang	Fiat	0:00:46.18, 77.956 mph
		Lewis Strang	Fiat	0:00:40.61, 88.648 mph
18th December: 1 mile Time Trial				
		Walter Christie	Christie FD 120	0:00:50.10, 71.856 mph
		Walter Christie	Christie FD 120	0:00:42.58, 84.517 mph
		Walter Christie	Christie FD 120	0:00:43.03, 83.663 mph
		Walter Christie	Christie FD 120	0:00:43.77, 82.248 mph
		Lewis Strang	Fiat 120	0:00:39.21, 91.813 mph
		Sewell Motsinger	Empire 20	0:01:17.03, 46.735 mph
18th December: 5 mile Time Trial				
		Lewis Strang	Fiat 120	0:03:17.70, 91.047 mph

N.B. - The circuit was by now paved with bricks. The air temperature for the races was extremely cold, with temperatures near zero degrees Celsius for both days.

North Texas Endurance Run, TX

17th-19th December 1909 (Estimated)

Selected Entrants:

#	Car	Driver	Observer	Remarks
1	Maxwell	Jes Illingsworth	Charles McLucas	Also carried Tom Lester and Harry Klersey.
2	Overland	S.C.Turkenkopf		Also carried George W.Spencer.
4	Hupmobile	H.G.Spencer	K.L.White	Retired on the 18th with crash damage.
5	Mason	Ben Garner	Louis Traminet	Also carried W.Wise of the Fisk Rubber Company.
7	Velie	Joe Girard		Pacemaker. Also carried H.B.Sammons (referee) and Tom Scotherd.
	Studebaker	Dick Forten		Also carried A.H.Driver, A.P.Henderson (Secretary of the board of trade), Col.John B.McGraw (editor of Review and Industrial Record).
	Marmon			

The cars went through Decatur, TX, on the 18th, making their way through bad snowdrifts - the first to arrive there was the Velie. Five miles after Decatur the Overland had an accident, so it returned for repairs before heading off to Weatherford. The Hupmobile also returned to Decatur, having crashed into a snow drift behind which was an earth bank. The car suffered bad damage to the front, and withdrew from the event.
On the 19th the cars went through Fort Worth on their way to Dallas, nearly two days overdue. The only cars running were the pacemaker, the Marmon, Mason and Studebaker. They were still making their way through snow and slush, and several contestants were slightly frost-bitten. It is not known who won the event.

Oklahoma-El Reno Endurance Run, OK

18th December 1909 (estimated) – 67 miles

FP	#	Driver	Car	Time
1		Norman Smith	Cadillac	1:53:13

Ascot Park, CA

25th-26th December 1909

FP	#	Driver	Car	Time
25th December: 5 miles				
1		Barney Oldfield	Benz	0:04:35
2		Ben Kirscher	Darracq	
25th December: 1 mile – Time Trial				
		Barney Oldfield	Benz	0:00:52.6
26th December: 15 miles				
1		Barney Oldfield	Benz	0:13:43.2
26th December: 5 miles				
1		Barney Oldfield	Benz	0:05:47
2		Ben Kirscher	Darracq	

Other Matters of the Year

The Omaha Endurance Run was held in 1909, but it is not known exactly when. A Franklin Model D achieved a perfect score.

The 3rd Annual Endurance Run of the Quaker City Motor Club was to be held on the 1st-2nd January, from Philadelphia to Wilkes Barre and back. It was to be split into two classes – one for touring cars (Class A), and one for runabouts and tourabouts (Class B). Class A competed for the MacDonald & Campbell Cup, and Class B for a silver cup from the Quaker City Motor Club. The result isn't known.

Lewis Strang demonstrated his Buick at the Atlanta Velodrome on the 28th and 29th March, putting in untimed exhibition laps. The track was banked at an 85 degree angle, and the performance was so spectacular that "the occupants of the boxes and front seats left them in panic as Strang made the first round."

A carnival was held in Columbia, NC, possibly in April, during which automobile races were held. Lambert in a White Model O won the 10 mile free-for-all race, and was presented with a silver cup for driving the fastest mile on the track.

A hillclimb was held in Memphis, TN, sometime at the end of April. A Chalmers-Detroit 40 made fastest time in the gasoline car class (38 seconds), and FTD was made by a White steamer Model C (34.25s). Run by the Memphis Auto Dealers' Association, the distance was about one-third of a mile. This climb must be different to the Lookout Mountain climb held at Chattanooga on the 23rd April, as the distance is shorter and the times quicker.

It was announced that the Delaware Automobile Association was to hold a sealed timed run from Wilmington to Dover and back on the 29th May. It is not known if the event took place.

George E.Gill, promoter of the Decatur races on the 31st May, also promoted races at Cedar Rapids, IN, on the same day. It isn't known if they took place.

The annual Confederate Reunion was held in Memphis, TN, from the 8th-10th June. It was announced in advance that automobile races were to be held daily at the fairgrounds, but there are no reports of the races taking place.

It was announced that a three day endurance run was to be held by the New York Trade Association, starting on the 12th June. No other details are known.

Fitzgerald, GA, was to hold automobile race on June 16th and 17th as part of the Convention of County Officers. The races don't seem to have been held, and instead the route for the Good Roads Endurance runs which were held later in the year were discussed.

The Lawton Auto Club of Oklahoma organised a race from Lawton to Hobart on the 3rd July, but no further details are known of the race.

An automobile race was to be the feature of the 4th July celebrations at Louisville, Nebraska. It is not known if the race took place.

A hillclimb was to be held after the 4th July races organised by the Auto Trade Association of Alameda County, CA. No further details of this event are known.

Races were held as part of the 4th July celebrations in Weatherford, TX. The results aren't known.

Races were to be held at the Rome Driving Park, GA, on the 5th July, but they were postponed to the 12th July due to rain. It is not known if they were eventually held.

It was announced that auto races would be held in Reno on the 25th July horse race meet if there were enough entries. It is not known if any races were held.

Barney Oldfield and Lewis Strang were crossing the road in Chicago on the 20th July when Oldfield was hit by a passing motorist. He was lucky to receive only minor grazes and bruises.

The Minneapolis-Fargo Reliability Run was held some time around August, but the award of the grand prize wasn't made until January 1910! There were 25 competing cars, and the event was won by a Brush which achieved a perfect score. It also won the runabout class, receiving the Gregg Trophy.

The Schaumburg Old Settlers' Annual Picnic was to be held at Schween's Grove, Schaumburg Center, Chicago on the 8th August. Two automobile races were announced "over fifteen and twenty mile courses". It is not known if the races took place.

An auto race was considered for the Harvest Festival held in Marshall on the 10th August, but it did not take place on the day.

On the 24th August, Jack Johnson (a black boxing champion) challenged Al Kaufman and Stanley Ketchel to a three cornered auto race, and bet $1000 that he could beat them. This race doesn't seem to have come off. However, when Johnson arrived in San Francisco at the beginning of September he challenged Ketchel to a race at Tanforan. Ketchel accepted, Johnson not knowing that he had sold his Red Dragon and had acquired a new six-cylinder Lozier. It isn't known if the race took place.

Arrangements were made for automobile races to take place at the Sandy Plains Fair, PA, on the 1st and 2nd September. It is not known if the races took place.

It was also announced that automobile races would take place at the fair in Millsboro, PA, on the 1st and 2nd September. It is not known if the races took place.

The Sheboygan County Fair at Plymouth, WI, was due to hold automobile races on the 8th September, the opening day. These do not seem to have taken place, although motorcycle races were held on the 10th.

A drag event was held in Sea Girt, NJ, probably on or around the 18th September. The course was a mile long, with all of the events being from a standing start. A Hudson 20 won the class for cars costing $1000 and under.

The Philadelphia-Seattle Relay Race started on the 18th September. 12 miles out of Reading at Robesonia (only 65 miles into the first leg), Harry L.Buckley crashed his Acme, and died an hour later from his injuries in a Reading hospital. Fellow occupant William Brown was seriously injured, and W.H.Bohm suffered a lacerated scalp. They had been carrying a message from President Taft to the president of the Alaska-Yukon exposition in Seattle. The race, which was run under the auspices of the Philadelphia Press, was immediately abandoned.

It was announced on the 26th September that E.E.Boran (American Roadster), Henry Hill (American Roadster) and M.A.Holmes (Jackson) were to hold a match race on the Texas State Fairgrounds in Dallas. The result and date of this race is not known.

The Box Butte County Fair was to open on the 27th September in Alliance, NE, and was to feature a daily automobile race. It is not known if these happened.

Ground was broken for a new two mile track near the Blair Buffalo Park, Dalhart, TX on the 29th September. Races were arranged for the 4th-6th November, but it is not known if they took place.

The Jeanerette Fair Association was to hold a reliability run from New Orleans to Jeanerette from the 29th-30th September, supposedly the first road race held in Louisiana. It is not known if the event took place.

Races were held on the Talbot County Fairgrounds, Easton, MD, on the 30th September to raise funds for the local hospital. The results of the races aren't known.

There was an attempt to hold races at Narragansett Park, RI, on the 1st and 2nd October, at which Barney Oldfield was to race. However, the AAA refused to sanction the event, and it appears to have been abandoned.

A hillclimb was held at Uhrichsville, OH, on the 3rd October. No other details are known.

An automobile race was advertised for Farmers' Day in Iowa City on the 6th October, to be held on Iowa Avenue. The race didn't take place, although there was an automobile parade.

The Duff Endurance Race was held between Nebraska City and Falls City on the 9th October. It is known the H.R.Howe was one of the drivers on the run, but not who else took part, or who won.

The Nebraska Speed and Fair Association was to hold races on the 20th October. It is not known if they took place.

Races were planned for the new San Jose Driving Park, CA, on the 28th November. Races were to include a five mile race for cars costing $850-$1500, a ten mile free-for-all race, a fifty mile race open to all stock cars, a gymkhana contest, and an exhibition mile with a flying start to establish a world record. The results aren't known.

The Dallas Morning News reported that Barney Oldfield was going to the races being held at El Paso on the 13th December. No other details of this meeting have been found.

A flag-to-flag race from Denver-Mexico City was announced for October 1909. In April and May 1909, the pathfinder car carrying F.E.Spooner, William Knipper and W.E.Marcarton set out to arrange a schedule and find the best route, going through Sante Fe in New Mexico, El Paso, and Tula in Mexico. The route was 2100 miles, and the car arrived in Mexico City on the 3rd June. However, by the 17th June the event had been delayed until November, and by the end of November the event was delayed until June/July 1910, in order to coincide with the centennial celebrations in Mexico City. By February 1910 it had been announced that the competition would be for the Wahlgreen Trophy, and the first entry was made by President H.O.Smith of the Premier Motor Manufacturing Company of Indianapolis, to be driven by Ray McNamara. The event was to start on the 2nd May, over a course of 2400 miles. In addition to the main run, there was to be a race from Mexico City to San Antonio, and other local endurance contests. The event was officially called off by the 1st May, although an advert in a September edition of the Indianapolis Star for Chalmers-Detroit cars said that one of their cars had done the route, running "208 miles per day for 100 days".

1910 US Events

"A big automobile race is not a success unless one or two are killed."

Oakland Tribune

California 24 Hour Endurance Road Race

1st January 1910 - ?

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 1                          Velie
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Ascot Park, CA

9th January 1910

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FP  # Driver                Car                         Time

5 miles
      Barney Oldfield       Benz                        0:04:24.2
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Oldfield drove with a broken finger, and in his first attempt burst a tyre in a turn, narrowly avoiding hitting the outer fence.

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10 miles - Stock Cars
 1    Barney Oldfield       Knox                        0:09:42
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Oldfield also set a mile time of 52.0s.

II Rochester-Syracuse-Rochester Winter Endurance Run, NY

1st-2nd February 1910 – 200 miles

#	Driver	Car	Remarks
	Bert Van Tuyle	Palmer-Singer Sixty-Six	Pathfinder.
1	James W.Eillis	Chalmers-Detroit 40	Perfect score
2	Ray Bettys		
3	Edward Martin	Cadillac 30	Perfect score
4	Fred Rockelman	Ford	Perfect score
5	Claude Darling		
6	W.C.Barry Jr	Selden	
7	Jack Harrigan	Selden	Perfect score
8	D.C.Anderson		
9	F.W.Peck	EMF 30	Perfect score
10	John Burns	Franklin	Perfect score
11		Reo	Withdrew before event
12		Reo	Withdrew before event
14	Charles Kellmann	Cunningham	Perfect score
15	Carl Holton	Cunningham	Perfect score
16	George J.Bauer	Maxwell	Perfect score
17	Ray Hollis	Pullman Model K	Perfect score
18	Holtzmiller		
19	Jack Ward	Chalmers-Detroit	Perfect score
20	Dick Geyer	Oakland	Perfect score
21	H.A.Strickland	Chalmers-Detroit	Perfect score
22	H.Caramella		
24	Harry Velts		

The event took place in heavy snow and slippery ice.

1st February - via Savannah, Port Byron, Weedsport, Elbridge and Camillus. Started at 8am. There were deep snowdrifts all the way to Elbridge, the drivers having to shovel clear the road in many places.

2nd February - return trip via Elbridge, Sennett, Auburn, Free Bridge, Montezuma Marshes, Waterloo, Geneva, Canandaigua, Mendon, Pittsford and Cobb's Hill.

Mardi Gras Track, New Orleans, LA

5th-6th February 1910

FP	#	Driver	Car	Time	
5th February: 20 miles – Stock cars 301-450 ci					
1		Leigh Lynch	Jackson	0:21:44	
2		H.F.Fulton	Packard		
3		J.W.J.Fritsch	Buick		
5th February: 5 miles – Free-for-all					
1		Ralph De Palma	Fiat	0:04:41	
2		Ben Kirscher	Darracq		
R		Barney Oldfield	Benz	1 lap/tyres	
5th February: 10 miles – Stock Cars, Amateur Drivers					
1		C.S.Bragg	Fiat	0:10:38	
2		J.W.J.Fritsch	Buick		
5th February: 25 miles – Stock Cars, Open					
1		Barney Oldfield	Knox	0:26:46	
2		J.W.J.Fritsch	Buick		
R		Leigh Lynch	Jackson	14 miles/accident/through fence	
R		Delaney	Jackson	9 miles	
5th February: 10 miles – Free-for-all Handicap					
1		Ralph De Palma	Fiat	0:09:25	*scratch*
2		Barney Oldfield	Knox		*25s handicap*
3		Ben Kirscher	Darracq		*10s handicap*
5th February: 5 miles – Special Race					
1		Barney Oldfield	Benz	0:04:35.8	
2		Ben Kirscher	Darracq		

The meeting was referred to as the New Orleans Automobile Speed Carnival, and took place on the old fair grounds race track, which was in bad condition. Only 5000 people turned up.

6th February: 5 miles – Stock Chassis, Amateur Handicap, for the Klaw & Erlanger Trophy					
1		Fred Shaw	Knox	0:06:05	*15s handicap*
2		C.S.Bragg	Fiat		*scratch*
3		Jack Darcy	Stoddard-Dayton		*45s handicap*
6th February: 10 miles – Special World's Championship Match Race					
1		Barney Oldfield	Benz	0:09:36	
2		Ralph De Palma	Fiat	4 miles/burst tyre	
6th February: 5 miles – New Orleans Championship, for the Gentilly Automobile Company Trophy					
1		M.Pierwin	Thomas		

Won by forfeit due to lack of starters.

6th February: 10 miles – Free-for-all, Handicap					
1		Ben Kirscher	Darracq	0:09:32	*15s handicap*
2		Barney Oldfield	Knox		*32s handicap*
3		Ralph De Palma	Fiat		*scratch*
6th February: 10 miles – Special Handicap					
1		Barney Oldfield	Knox	0:09:47	*28s handicap*
2		Ralph De Palma	Fiat		

Ascot Park, CA

8th February 1910 (estimated)

FP	#	Driver	Car	Time
15 miles – Record Attempt				
		Barney Oldfield	Benz 120 hp	0:13:42.2

Oakland Avenue Hillclimb, CA

27th February 1910 – 0.6 miles

FP	#	Driver	Car	Time
Event 1 – Runabouts $1000 and under, for the Kelly Springfield Tire Cup				
1	2	Charles Allen	Hudson	0:01:06
	1	A.R.Dawson	Flanders	
	3	Carl Christiansen	Buick	
Event 3 – Runabouts $1501-$2000				
1	5	Frank Murray	Buick 40	0:00:52.2
2	6	Frank Hurst	Auburn	0:01:18.8
NS	4	W.W.McDonald	Oakland	DNS
Event 4 – Runabouts $2001-$3000, for the Heeseman Cup				
1	7	Jean Bemb	Chalmers-Detroit	0:00:58.4
		no other entrants		
Event 6 – Touring Cars $1500 and under, for the George Take Cup				
1	10	Frank Murray	Buick 30	0:01:00.0
2	8	L.L.Gummow	Patterson	0:01:15.0
NS	9	Carl Christiansen	Buick	DNS
Event 7 – Touring Cars $1501-$2000, for the Automobile Dealers' Cup				
1	12	Frank Murray	Buick 40	0:01:04
2	11	P.F.Gillette	Elmore	0:01:37
Event 8 – Touring Cars $2001-$3000, for the Saddle Rock Cup				
1	13	Allen Longhead	Corbin	0:01:06.2
Event 9 – Touring Cars $3001 and over, for the George Detrick Cup				
	14	Cliff Onthank	Stevens-Duryea	withdrawn
Event 10 – Free-for-all, for the Automobile Dealers' Cup				
1	19	Allen Longhead	Corbin	0:00:52.2
2	18	Frank Murray	Buick	0:00:56.0
3	20	Clarence King	Maxwell	0:00:57.6
4	17	Jean Bemb	Chalmers	0:01:03.0
5	16	P.F.Gillette	Gillette Pup	0:01:06.0
	15	W.W.McDonald	Oakland	

The event had been scheduled for the 22nd February, but it was postponed due to rain.

Ormond Beach, FL

22nd-24th March 1910 – Daytona

FP	#	Driver	Car	Time
24th March: 10 miles – Stock Chassis				
1		Pete Hart	Buick	0:12:35
2		Altman	Hudson	
24th March: 300 miles				
Cancelled due to delays caused by a rain storm.				
24th March: 1 mile – Time Trial, flying start				
		Barney Oldfield		0:00:27.83
24th March: 1 mile – Time Trial, standing start				
		Barney Oldfield		0:00:40.53
24th March: 1 km – Time Trial, flying start				
		Barney Oldfield		0:00:17.04
24th March: 2 miles – Time Trial, flying start				
		Barney Oldfield		0:00:55.87

IV Stewart Avenue Hillclimb, GA

26th March 1910 – 0.880 miles

FP	#	Driver	Car	Time
Match Race				
1		W.M.Oldknow	Buick 16	0:00:49.2

II Nineteenth Avenue Hillclimb, CA

30th March 1910 – San Francisco

FP	#	Driver	Car	Time
Event 1 – Cars Costing $850-$1250				
1		H.R.Cousins	Mitchell	0:01:13
2		A.Ruddle	Ford	0:01:18
3		Frank Murray	Buick	0:01:42.2
Event 2 – Cars Costing $2001-$3000				
1		A.Loughead	Corbin	0:01:14.6
2		McDonald	Winton	0:01:14.8
Event 3 – Cars Costing $4001 and over				
1		Harris Hanshue	Apperson	0:01:07.8
2		Charles Allen	Thomas 70	0:01:11.4
3		Charles Soules	Stearns	0:01:11.6
4		Hanson	Stearns	0:01:21
Event 4 – Cars Costing $3001-$4000				
1			Knox	0:01:39.4
Event 5 – Cars Costing $1251-$2000				
1		Frank Murray	Buick	0:01:12.6
2		C.O.King	Maxwell	0:01:13.6
3		Walter Morris	Autocar	0:01:18
4		Lardner	Buick	0:01:25
5		D.Longwell	Auburn	0:01:28.6
6		W.R.Shadburn	Crawford	0:01:52.2
Event 6 – Free-for-all				
1		Harris Hanshue	Apperson	0:01:07.0
2		O.C.Joslen	Stanley Steamer	0:01:09.4
=		Earl Cooper	Pennsylvania	0:01:09.4
3		Charles Allen	Thomas 70	0:01:10.6
4		Charles Soules	Stearns	0:01:13.4
5		A.Loughead	Corbin	0:01:14.8
6		C.O.King	Maxwell	0:01:15.0
7		H.R.Cousins	Mitchell	0:01:17.0
8		Hanson	Stearns	0:01:18.8
=		Walter C.Morris	Autocar	0:01:18.8
9		A.Ruddle	Ford	0:01:19.4
10		Frank Murray	Buick	0:01:20.8
11		D.Longwell	Auburn	0:01:27.4
12		W.R.Shadburn	Crawford	0:01:40.6

Was to be held on the 20th March, but postponed due to rain.

Fifth Avenue Hillclimb, Charleroi, PA

1st April 1910 – 0.5 miles

FP	#	Driver	Car	Time
Cars costing $1000 and under				
1		Maurice Coulter	Buick	0:00:48.8
2		Miner	Buick	0:01:05.0
3		C.Harry Landefeld	Hudson	0:01:06.8
4		Randall	Hupmobile	0:01:08.4
5		Allebrand	Hupmobile	0:01:17.3

Cars costing between $1000 and $2000

1	Kerfoot W.Daly	Buick	0:00:39.4
2	McLaughlin	Jackson	0:00:45.3
3	Dr H.Daly	Buick	0:00:46.2
4	Cocani	Ford	0:01:11.1

Open

1	Kerfoot W.Daly	Buick	0:00:38.3
2	Dr H.Daly	Buick	0:00:42.1
3	C.Harry Landefeld	Hudson	0:00:45.0
4	McLaughlin	Jackson	0:00:45.2
5	Maurice Coulter	Buick	0:00:46.0
6	Kissinger	Packard	0:00:49.4

K.W.Daly won the first and second prize, Maurice Coulter the third. The prizes were a speedometer of value $25, an automobile clock of value $6.00, and a kit of tools of value $6.00.

Savannah-Jacksonville Endurance Run, GA-FL

4th-5th April 1910 – Savannah-Darien-Brunswick-Jacksonville: 175 miles

Run by the Savannah Automobile Club, the event started from outside the DeSoto Hotel in Savannah with 22 competing cars. President Battey of the Savannah Auto Club drove the pilot car, and a Mrs Hazard drove a Maxwell. A Cole 30 won the event with a perfect score. A Hupmobile also achieved a perfect score.

Amarillo Fairgrounds, TX

5th-6th April 1910

Races were held both days as part of the 11th Panhandle Stockmen's Association by the Amarillo Auto Show Association. The results of the races don't appear to have been published, but a 30 hp stock car race was to be held on the 5th, and a free-for-all stock car race on the 6th.

Los Angeles Motordrome, CA

8th-10th April 1910 – Playa del Rey: 1 mile board oval

FP	#	Driver	Car	Time
8th April: 1 mile – Record Attempt				
		Barney Oldfield	Benz 200	0:00:36.22
		Caleb Bragg	Fiat 90	0:00:37.56
8th April: 10 miles – Record Attempt				
		George Robertson	Simplex	0:06:31.37
8th April: 5 miles – Record Attempt				
		Ralph De Palma	Fiat 120	0:03:15.62
8th April: 2 miles – Record Attempt				
		Ben Kirscher	Darracq 100	0:01:13.28
8th April: 10 miles – Stock cars 451-600 ci				
1		Barney Oldfield	Knox	0:07:51.4
2		Harris Hanshue	Apperson	
3		Al Livingston	Stoddard-Dayton	
8th April: 10 miles – Stock cars 161-230 ci				
1		Endicott	Cole	0:09:03.25
8th April: 5 miles – Free-for-all				
1		Ralph De Palma	Fiat 90	0:03:16.30
2		George Robertson	Simplex	
8th April: 100 miles				
1		Ray Harroun	Marmon	1:25:22.1
2		Frank Seifert	Dorris	

9th April: 1 mile – Time Trial

1	Ralph De Palma	Fiat	0:00:38.35	
2	Caleb Bragg	Fiat	0:00:39.22	

9th April: 5 miles

1	George Robertson	Simplex	0:03:16.71	
2	Barney Oldfield	Benz	0:03:17.34	

9th April: 5 miles – Stock chassis, Class C (341-600 ci)

1	Barney Oldfield	Knox	0:03:52.20	
2	Harris Hanshue	Apperson		
3	Marquis	Isotta		

9th April: 10 miles – Stock Chassis, Handicap

1	Hampton	Ford	0:10:10.10	*3m10s handicap*
2	Livingston	Stoddard-Dayton		*0m25s handicap*
3	Barney Oldfield	Knox		*scratch*

9th April: 10 miles – Free-for-all

1	George Robertson	Simplex	0:06:36.6	
2	Caleb Bragg	Fiat 90		

Robertson had a lead of a few car lengths, but at the end of lap 8 Bragg started to lose tread from his tyres and fell back more rapidly.

9th April: 5 miles – Record Attempt

	Barney Oldfield	Benz	0:03:15.7	

9th April: 50 miles – Stock chassis, 161-230 ci

1	Endicott	Cole	0:48:49.69	
2	Nikrent	Buick		
3	Miller	Warren-Detroit		

10th April: 1 mile – Record Attempt

	Barney Oldfield	Benz	0:00:36.90	

10th April: 3 miles – Record Attempt

	George Robertson	Simplex	0:01:58.98	

10th April: 4 miles – Record Attempt

	Ben Kirscher	Darracq	0:02:40.76	

10th April: 5 miles – Record Attempt

	Ralph De Palma	Fiat	0:03:40.27	

10th April: 15 miles – Stock Chassis, 160 ci, Class C

1	Ralph De Palma	Fiat	0:17:07.81	
2	Marquis	Isotta		
3	Kelly	Hupmobile		

10th April: 5 miles – Chanstor and Lyon Handicap

1	Lescault	Palmer-Singer	0:03:23.16	*1m00s handicap*
2	Livingston	Stoddard-Dayton		*0m35s handicap*
3	Marquis	Isotta		*1m00s handicap*

10th April: 5 miles – Cars 231-300 ci

1	Ray Harroun	Marmon	0:03:55.97	
2	Frank Siefert	Dorris		

10th April: 50 miles – 451-600 ci, Venice Sweepstakes

1	Marquis	Isotta	0:39:26.80	
2	Al Livingston	Stoddard-Dayton		
R	Harris Hanshue	Apperson Jackrabbit	tyre/crash	
R	Barney Oldfield	Knox	valve spring	

Hanshue ran down the track, the car launching itself into the air and rolling. Hanshue and his riding mechanic Carey King were taken from the wreckage unconscious, but on examination in the Monica Bay Hospital were found to have no broken bones.

10th April: 5 miles – Handicap

1	George Robertson	Simplex	0:03:29.28	*scratch*
2	Lescault	Palmer-Singer		*50s handicap*
3	Al Livingston	Stoddard-Dayton		*30s handicap*

10th April: 5 miles – Free-for-all

1	Caleb Bragg	Fiat	0:03:15.89	
2	George Robertson	Simplex		

3	Ben Kirscher	Darracq

Lundy's Demonstrating Hill, NV

13th April 1910 – 1.3 mile Hillcimb/circuit

FP	# Driver	Car	Time
1	Joe Marcure	Thomas 8	0:03:45.4
2	Colonel Lundy	Dorris	0:04:00.0

Located four miles out of Reno on the Sierra Street Road. It wound over two hills, finishing and starting at the same point, outside of the Hotel Golden. The Dorris carried five passengers.

Los Angeles Motordrome, CA

13th April 1910

FP	# Driver	Car	Time	
½ mile – Timr Trials				
	Barney Oldfield	Benz	0:00:17.91	
1 mile – Time Trials				
	Ralph De Palma	Fiat	0:00:37.67	
2 miles – Time Trials				
	Caleb Bragg	Fiat	0:01:18.96	
3 miles – Time Trials				
	Ben Kirscher	Darracq	0:01:57.71	
10 miles – Time Trials				
	Nikrent	Buick	0:07:33.87	
1 km – Time Trial				
	Barney Oldfield	Benz	0:00:22.88	
10 miles – Free-for-all, Heat 1				
1	Ben Kirscher	Darracq	0:07:01.00	
2	Ralph De Palma	Fiat		
5 miles – Free-for-all, Handicap				
1	Al Livingston	Stoddard-Dayton	0:03:50.55	*12s handicap*
2	Ray Harroun	Marmon		*10s handicap*
3	Marquis	Isotta		*11s handicap*
50 miles – Free-for-all				
1	Ralph De Palma	Fiat Cyclone	0:37:55.53	
2	Al Livingston	Stoddard-Dayton		
3	Ray Harroun	Marmon		

Los Angeles Motordrome, CA

16th-17th April 1910

FP	# Driver	Car	Time
16th April – Match Race, Heat 1 (Standing Start)			
1	Caleb S.Bragg	Fiat	0:01:28.73
Barney Oldfield	Knox		
16th April – 2 Hour Race, Free-for-all			
1	Ray Harroun	Marmon	148 miles
2	Ralph De Palma	Fiat	140 miles
3	Livingstone	Stoddard-Dayton	137 miles
4		Marmon	
R	Barney Oldfield	Knox	80 miles
R		Corbin	

R		Dorris	

16th April – 10 miles, Stock Chassis

1	Barney Oldfield	Knox	
2	Joe Nikrent	Buick	
	Ralph De Palma	Fiat	

17th April: 10 miles – Stock Cars, 161-230 ci

1	Endicott	Cole	0:08:46.74
2	Miller	Warren-Detroit	
3	Linthwaite	Firestone-Columbus	

17th April: 3 miles – Stock cars

1	Pratt	Ford	0:04:07.20
2	Stearns	Ford	
3	Barney Oldfield	Ford	

17th April: 10 miles – Stock cars, 301-450 ci

1	Nikrent	Buick	0:07:35.01
2	Ray Harroun	Marmon	
3	Wade	Marmon	

17th April: 2 miles - Match Race, Heat 2 (Rolling Start)

1	Caleb Bragg	Fiat	0:01:19.30
2	Barney Oldfield	Benz	

17th April: 100 miles

1	Ray Harroun	Marmon	1:16:21.90
2	Nikrent	Buick	
3	Barney Oldfield	Knox	

Nikrent's Buick threw a tyre, and he hit an iron rail when regaining control of his car. Oldfield had to stop several times due to tyre accidents.

Ingleside, CA

23rd-24th April 1910

FP	#	Driver	Car	Time

23rd April: 1 mile – Time Trial

	Barney Oldfield	Benz	0:00:52.12

23rd April: 2 miles

1	Ben Kirscher	Darracq	0:02:02.90
2	Barney Oldfield	Knox	

24th April: Event 3

R	William Nelson

Nelson crashed through the outer fence when the right front wheel collapsed – he went over a low embankment and into a ditch. Nelson was knocked unconscious, suffering lacerations of the face and scalp and a possible fracture of the skull. His machinist A.B.Bright, who was riding in the car, suffered only minor bruising.

Ben Kirscher (Darracq) suffered a snapped steering knuckle, causing his car to go through the inner fence. Kirscher was uninjured.

24th April: 1 mile – Time Trial

	Barney Oldfield	Benz	0:00:51.56

Run under the auspices of the Islam Temple Mystic Shrine.

Virginia Endurance Run, VA

28th-30th April 1910

#	Entrant	Driver	Car	Remarks
		Lee Folger	Chalmers 30	
		Miss Annie Dunlop	Maxwell	
		W.F.Gordon	Chalmers 40	Pilot car

28th April: Richmond to Washington DC, 114 miles
23 cars started in front of the Richmond Times Dispatch office at 6 am. 20 cars checked in on time to Washington DC, 3 had accidents. Times Dispatch promoted the event.

29th April: Washington DC to Harrisonburg
30th April: Harrisonburg to Richmond

The Virginia Endurance Run was originally to have been held from the 5th-7th May. On the 5th May, the route was to have been from Richmond through Fredericksburg, Occuqan, Alexandria to Washington DC. On the 6th May, contestants were to meet President Taft on the front lawn of the White House before heading through Fairfax, Manassas, Culpeper, Orange and Gordonsville before arrving in Charlottesville. On the 7th May the run was to go from Charlottesville to Richmond. Any competing runabouts were to be occupied by two men, while touring cars had to carry the number of people (or equivalent weight) specified as the seating capacity. However, the event actually took place a week earlier.
There was also a report in the Trenton Evening Times of the 28th May that a 468 mile Richmond-Washington endurance run was held "last week", with 33 entrants, 19 starters, and 5 finishing with perfect scores, the event being won by F.E.Nichols in a Reo. It isn't known if this was referring to the same event, or whether there was some later event held which doesn't seem to have been much report.

Reno Fairgrounds, NV

1st May 1910 – 1 mile dirt oval

FP	#	Driver	Car	Time	
5 miles – Open Handicap					
1		Hamlin	Overland		*10s*
2		Louis Kernek	Rambler		
1 mile – Time Trial					
		Barney Oldfield	Benz	0:00:55.4	
		Ben Kerscher	Darracq	0:00:56.2	
2 miles					
		Barney Oldfield	Benz	0:01:54.6	
		Ben Kerscher	Darracq	0:01:56.2	
2 miles – Match Race, Handicap					
1		Barney Oldfield	Knox	0:02:21	*8s*
2		Ben Kerscher	Darracq		*scratch*
5 miles - Handicap					
1		Barney Oldfield	Knox	0:05:41	*half mile*
2		Col. Bert Lundy	Dorris		

Delaware Valley Endurance Run, DE

3rd May 1910

#	Cls	Entrant	Driver	Car	Remarks
1	B	J.C.Van Horn	H.S.Maddock Jr	Marion	
2	A	William Sharp		Sharp Arrow	
3	B	C.P.Weedon & Co	Dan Weedon	EMF	100 pts – broken wheel.
4	B	J.Leroy Stout		Pullman	Withdrawn, accident
5	B	Toman Brothers		Maxwell	
6	B	Mercer Automobile Co		Mercer	
7	A	Harry J.Stout		Pullman	
8	A	John L.Brock		Winton	
9	A	Druck Auto Selling Co		Speedwell	
10	A	Trent Auto and Supply Co		Locomobile	
11	B	Mercer Automobile Co		Mercer	
12	B	J.C.Van Horn		Overland	
13	B	Druck Auto Selling Co		Velie	
14	B	Clarence B.Ackers		Crawford	Perfect score.
15	B	Clarence B.Ackers		Crawford	
16	B	A.L.Manning	Tom Berger	Warren-Detroit	
17	C	Phillips & Alpaugh		Black Crow	
18	C	Twist & Driscoll		Hupmobile	

19	C	Toman Brothers		Maxwell	
20	C	John L.Brock		Buick	
21	C	Twist & Driscoll		Hupmobile	
23	C	J.C.Van Horn		Overland	
24	C	Clarence B.Ackers		Ford	1 pt.
25	C	Gundling & Tindall	Thomas Wiss	Krit	
DNA	A	Twist & Driscoll		American	Withdrew before event
DNA	A	R.C.Manning		Peerless	Withdrew before event
DNA	A	State-agency		Jackson	Withdrew before event
DNA	A	R.C.Manning		Oldsmobile	Withdrew before event
DNA	B	Twist & Driscoll		Cole	Withdrew before event

Class A - $2001 and above
Class B - $1001-$2000
Class C - $1000 and under

One of the Hupmobiles also made a perfect score. The run was based around two laps. The Northern Lap started from Windsor Hotel in Trenton at 6am and went to Washington Crossing, Lambertville, Mt Airy, Ringoes, Weartsville, Rileyville, Hopewell, Mt Rose, Pennington, Ewing and back to the Windsor Hotel. The Southern lap started from the Windsor Hotel to White Horse, Yardville, Crosswicks, Extonville, Allentown, New Sharon, Hightstown, Cranvury, and up the old Princeton Pike back to Trenton and the Windsor Hotel. Cars in class A and B were allowed 2h50 to complete the northern lap, and 1h50 to complete the southern lap – they also had to complete 300 miles. Cars in class C were allowed 3h00 to complete the northern lap, and 2h00 to complete the southern lap – they had to complete 200 miles.

After the event, the Eastern Krit Sales Company issued the following statement:
"That the Eastern Krit Sales Company does not intend to submit to the decision of the technical committee of the Delaware Valley Endurance Run to the effect that the rear axles of the car that went through the run was broken, is evidenced by the plans now being made to fight the decision. Immediately after the brake test the Krit car was driven out to Morristown, NJ, without any overhauling."
Driver Thomas Wiss signed the following affadavit:
"Thomas H.Wiss of full age, being duly sworn according to law, says that he is secretary and treasurer of the Eastern Krit Sales Company, a corporation of the State of New Jersey, with business offices located at Morristown, in said State: that on the third day of April nineteen hundred and ten he entered a Krit car in the Delaware Valley Endurance run and drove said car in person; that said car was entered in "Class C"; that after said Endurance Run was completed the technical committee penalized said car three hundred points, alleging as a reason that said car had a broken axle.
And deponent further says that neither axle of said car was broken during said Endurance Run nor before or after said run was finished; that deponent, after the competition of said run drive said car from Trenton to Morristown and said car has been in constant use ever since and in no need of repairs nor has the same been repaired since said Endurance Run.
Sworn and subscribed before me this 6th day of May AD 1910, Thomas J.Wiss. E.A.Quayle, Notary Public of New Jersey."
It is not known if this protest was successful.

Atlanta Speedway, GA

5th-6th May 1910 – 2 mile oval

FP	#	Driver	Car	Time
5th May: 20 miles – Stock Chassis, 451-600 ci				
1	14	Ralph De Palma	Fiat 60	0:15:57.41
2		John Aitken	National 40	0:16:16.08

There were five entrants, three of whom retired.

5th May: 10 miles – Special Match Race, Amateurs				
1		John Rutherford	Fiat 60	0:08:53:30
2		Bill Stoddard	National 40	0:09:04:45
5th May: 10 miles – Stock Chassis, 161-230 ci				
1		William Endicott	Cole	0:10:04.87
2		Fain	Buick	0:10:15.15
3		Cohen	EMF	0:10:31.75
5th May: 10 miles – Free-for-all				
1		Ray Harroun	Marmon	0:07:43.47
2	14	Ralph De Palma	Fiat	0:07:55.71
3		John Aitken	National	0:08:06.06

5th May: 10 miles – Special Handicap

1	Asa G.Candler Jr	Fiat	0:07:55.14	
2	Bill Stoddard	National	0:07:59	*1 min handicap*

5th May: 2 miles – Time Trial

1	14 Ralph De Palma	Fiat	0:01:32.09

6th May: 1 mile – Free-for-all

1	14 Ralph De Palma	Fiat	0:00:40.32
2	Ray Harroun	Marmon	0:00:41.19
3	Walter Christie	Christie	0:00:42.79
4	Herbert Lytle	American	0:00:43.19

6th May: 12 miles – Free-for-all

1	Ray Harroun	Marmon	0:08:59.16
2	Herbert Lytle	American	0:09:02.48
3	14 Ralph De Palma	Fiat	0:08:30.58 ??

6th May: 10 miles – Stock Chassis, 301-450 ci, Class B

1	Kincaid	National	0:08:18.11
2	Ray Harroun	Marmon	0:08:44.83
3	Lewis Strang	SPO	0:09:58.81

6th May: 10 miles – Special Handicap, Amateurs

1	Woodside	SPO	0:08:26.32
2	Stoddard	National	0:10:47.76

Santa Rosa, CA

6th May – 1 mile dirt oval

FP	#	Driver	Car	Time
10 miles				
1		C.O.King	Maxwell	0:10:22
5 miles				
1		Frank Murray	Buick 16	0:05:12.25
10 miles – Free-for-all, Handicap				
1		Frank Murray	Buick 16	0:10:07.4

Both Murray and King used Michelin tyres.

Buena Vista, Salt Lake, UT

7th May 1910

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield	Benz	0:00:55.0
5 miles – Handicap				
R		Bert Smalley		tyre/accident

Los Angeles Motordrome, CA

9th May 1910

FP	#	Driver	Car	Time
100 miles – Record Attempt				
1		Jake De Rossier		1:20:14.6

De Rossier had to push his car the last quarter of a mile as he ran out of fuel just before the finish.

Around New Jersey Reliability Contest, NJ

10th-11th May 1911 – New York-Atlantic City-New York: 390 miles

Entry was limited to stock cars which had to carry full equipment and passengers. It was won overall by an Auburn 40. Joe Trehou in a Mercer achieved a perfect score, as did a Chalmers 30 entered by Carl H.Page & Co. Other entries included Harry Endicott in a Cole 30 (entered by the Colt Stratton Company of Broadway and 68th Street), a Hudson and a Speedwell.
Some controversy was caused in advance of the event as the Motor Contest Association of 1777 Broadway, who conducted the event, refused the entries of five well-known women motorists. The rejection of the entries was made in accordance with the 1910 contest rules of the American Automobile Association, and the five women were notified that only men would be permitted to compete in any kind of automobile contest that was sanctioned and recognised by the national association. Under the rules, women could participate and drive in reliability contests, but they couldn't be recognised as official entrants, contestants or drivers. The five women were Mrs J.N.Cuneo, Mrs Evelyn B.Buckman, Miss Mildred B.Schwalbach, Mrs Peter Back and Miss Alice Heyes.
A serious accident occurred on the event at Elizabeth, NJ, when a competing car collided with a non-competing one. W.H.Mount of Kansas City in a Ford collided with Dr Alexander Dallas of Pine Brook in a Kohler 40. Mrs J.S.Applegate and Miss Adelaide Meyers were riding with Mr Mount - Mrs Applegate suffered face lacerations and a fractured skull, Miss Meyers suffered internal injuries. Dr Dallas suffered a scalp wound and a fractured finger, and his chauffeur, J.S.Brier, minor injuries.

Frontier Park, Cheyenne, WY

11th May 1910 – 4 mile dirt oval

FP	#	Driver	Car	Time
1 mile - Time Trial				
		Barney Oldfield	Benz	0:00:38
		Ben Kirscher	Darracq	0:00:43

Oldfield completed half a mile in 17s.

25 miles - Stock Car handicap				
1		Harold Bringker	American 60	0:27:38

Harrisburg Reliability Run, PA

12th May 1910 – 505 miles

FP	#	Driver	Car	Time
Class B				
1			Interstate 40	
Runabouts, under $1601				
1			Maxwell	perfect score
2			Warren-Detroit	3 pts
3			Klinecar	5 pts
4			Overland	36 pts
R			Pullman	withdrawn

The Pullman withdrew after day 2 due to a broken universal joint. The Overland was penalised for having a broken spring, a loose truss rod, a bent rear mudguard and a water leak. The Warren-Detroit was penalised for a gasoline leak.

Other entrants				
			Regal 30	finished
	13	Burns	Franklin	

San José, CA

13th-15th May 1910

The races were part of the Santa Clara County Rose Carnival. A Maxwell Q won class events. An advert for Ford in the Atlanta Constitution on the 13th July suggests that a Ford won 2 firsts and a second on the 6th May, and 3 firsts on the 7th May. It isn't known if this was a different event, or whether the dates were wrong in the advert.

Overland Park, Denver, CO

14th May 1910

FP	#	Driver	Car	Time
13th May: 1 mile				
		Barney Oldfield	Benz	0:00:54.2

13th May: 10 miles – Stock Cars
George A.Clark went through the fence and ran over a boy, breaking his leg. Clark and his mechanician were unhurt.

Races were postponed due to rain.

14th May: 1 mile				
		Barney Oldfield	Benz	0:00:54.0
		Ben Kirscher	Darracq	0:00:55.2
14th May: 2 miles				
		Barney Oldfield	Benz	0:01:49.0

The track was wet, which slowed down the times achieved.

Brighton Beach Motordrome, NY

14th-15th May 1910

FP	#	Driver	Car	Time
1	8	Charles Basle/Al Poole	Simplex	1145 miles
2	1	Ralph Mulford/Cyrus Patschke	Stearns	1120 miles
3	9	Ralph De Palma/E.H.Parker *	Fiat	1107 miles
DQ	3	Louis Chevrolet/Arthur Chevrolet	Buick	1049 miles/DSQ
4	11	Louis Disbrow/Wallace Owen	Rainier	1047 miles
5	12	C.H.Lund/W.C.Spinney	Croxton-Keeton	1004 miles
6	5	Lewis Strang/Gilbert Anderson	Marion	989 miles/accident
R	4	Bob Burman/George DeWitt	Buick	927 miles/accident
R	6	William Endicott/Louis Edmonds	Cole	756 miles/accident
R	10	George Mack/Thomas McMahon	Selden	718 miles
R	7	Montague Roberts/Stanley Martin	Houpt-Rockwell	571 miles
R	2	Frank Dearborn/Ray Howard	Stearns	486 miles/cylinder

** De Palma and Parker had trouble with their eyes and arms, so Edwin Hawley was put in to drive his car, but his fingers soon swelled up. When the Dearborn/Howard Stearns retired, Dearborn and Howard were loaned to Fiat and drove the car.*

William F.Bradley, mechanician to Strang/Anderson was fatally injured at 12:18am when Anderson skidded on the exit of a corner, hit the fence and somersaulted three times. He died an hour later at Coney Island hospital, but driver Anderson escaped with only scratches. DeWitt also crashed in similar circumstances, his mechanician Jack Towers being taken to hospital. He suffered from fractures and internal injuries, and it was thought that these might be fatal. Endicott also crashed during the race, suffering severe injuries to one leg, and his mechanician John McGruder a cut to the shoulder.
At 12:50 all cars were halted for twelve minutes while the feed wire to the signal lamps in front of the judges' stand was tightened – it had been drooping dangerously.

III Annual Norristown Automobile Club Endurance Run, PA

18th-19th May 1910 – Norristown-Scranton-Norristown: 327 miles

152.4 miles were to be completed on the first day, and 176.7 miles on the second. The result of this run and the entrants are not known.

All-Connecticut Reliability Run, CT

19th-21st May 1910 – 600 miles

Also known as the All-Connecticut Sealed Bonnet Contest and the All-Connecticut Endurance Run, the event started in Hartford at 6:12 am, the delay of 12 minutes being caused by referee Rankin who ordered all cars to equip themselves with tyre chains due to the muddy conditions caused by heavy rain. On the second day the run went through New Haven, and the run returned to Hartford via Jewett City and Willimantic. There were 21 constestants in the event, which was won by G.M.Wagener driving a Columbia 45 hp. An Auburn also finished with a perfect score on time, but was penalised afterwards. There were two Auburn's in the event, one driven by H.T.Earl and the other by J.S.Stark. A Reo Challenger driven by Percy Hancock also completed the run, and a Speedwell which completed the run was penalised 3 points for running out of petrol.

Folsom-Tallac, CA

22nd May 1910 – 101 miles

FP	#	Driver	Car	Time
1			Dorris	3:40:??
2			Mitchell 40	4:20:??

Indianapolis, IN

27th-30th May 1910

FP	#	Driver	Car	Time	
27th May: 1 mile Time Trials					
	8	John Aitken	National 70	0:00:44.36, 81.154 mph	
	14	Caleb Bragg	Fiat 90	0:00:39.50, 91.139 mph	
	32	Ray Harroun	Marmon 6	0:00:41.05, 87.698 mph	
	54	Ben Kerscher	Darracq	0:00:43.38, 82.987 mph	
	7	Tom Kincaid	National 60	0:00:46.55, 77.336 mph	
	2	Herbert Lytle	American	0:00:46.05, 78.176 mph	
27th May: 5 miles (2.5 miles x 2 laps) – Free-For-All, Speedway Helmet					
1	41	Bob Burman	Buick 100	0:03:37.24, 82.858 mph	
2	14	Caleb Bragg	Fiat 90	0:03:43.25	
3	32	Ray Harroun	Marmon 6	0:03:52.35	
4	54	Ben Kerscher	Darracq	2 laps	
5	8	John Aitken	National 70	1 lap/Out	
27th May: 5 miles (2.5 miles x 2 laps) – Free-For-All, Handicap					
1	48	Arthur Greiner	National 40	0:03:44.9	0:30 Handicap
2	47	W.B.Tousey	National	0:03:45.9	0:35 Handicap
3	45	Reed	Stoddard-Dayton	0:03:49.17	0:30 Handicap
4	1	Sewell Motsinger	Empire 20	0:03:55.68	1:20 Handicap
5	11	Don Herr	National 40	0:04:01.66	0:20 Handicap
6	3	Frank Fox	Pope-Hartford	0:04:01.92	0:25 Handicap
7	8	John Aitken	National 70	0:04:06.25	0:15 Handicap
8	16	Leigh Lynch	Jackson	0:04:08.58	0:30 Handicap
9	25	Gil Anderson	Marion	0:04:08.75	0:35 Handicap
10	54	Ben Kerscher	Darracq	1 lap/Out	0:00 Handicap
27th May: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 161-230 ci					
1	36	Louis Chevrolet	Buick 10	0:04:41.77, 63.882 mph	
2	6	William Endicott	Cole 30	0:04:57.82	
3	4	Lee Frayer	Firestone-Columbus	0:05:01.71	
4	26	Arthur Miller	Warren-Detroit	0:05:28.04	
5	35	Bob Burman	Buick 10	0:05:44.74	
6	5	Louis Edmunds	Cole	0:06:34.96	
27th May: 10 miles (2.5 miles x 4 laps) – Stock Chassis, 231-300 ci					
1	33	Ray Harroun	Marmon	0:08:16.08, 72.569 mph	
2	34	Joe Dawson	Marmon	0:08:16.13	
3	3	Frank Fox	Pope-Hartford	0:08:31.90	
4	20	George Clark	Cutting	0:09:16.7	
5	25	Gil Anderson	Marion	0:09:16.9	
6	15	E.F.Scheifler	Jackson	0:09:16.8	

7	24	Tinkler	Marion	0:09:58.75

27th May: 5 miles (2.5 miles x 2 laps) - Stock Chassis, 301-450 ci

1	10	Tom Kincaid	National 40	0:04:05.76, 73.242 mph
2	31	Joe Dawson	Marmon	0:04:05.97
3	30	Ray Harroun	Marmon	0:04:06.22
4	9	John Aitken	National	0:04:06.88
5	11	Charles Merz	National	0:04:08.0
6	16	Leigh Lynch	Jackson	0:04:35.75

27th May: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 451-600 ci

1	9	John Aitken	National 40	0:08:25.94, 71.155 mph
2	10	Tom Kincaid	National	0:08:26.0
3	11	Howard Wilcox	National	0:08:26.27

28th May: 10 miles (2.5 miles x 4 laps) - Free-For-All, Handicap

1	11	Howard Wilcox	National	0:07:15.33	0:50 Handicap
2	16	Leigh Lynch	Jackson	0:07:18.03	1:25 Handicap
3	22	George Clark	Cutting	0:07:19.00	1:25 Handicap
4	25	Gil Anderson	Marion	0:07:30.10	1:25 Handicap
5	48	Arthur Greiner	National	0:07:34.40	0:30 Handicap
6	3	Frank Fox	Pope-Hartford	0:07:35.70	1:00 Handicap
7	8	John Aitken	National	0:07:40.72	0:25 Handicap
8	47	W.B.Tousey	National	0:07:41.14	0:50 Handicap
9	28	Frank Gelnaw	Herreshoff	0:07:46.95	2:40 Handicap
10	4	Lee Frayer	Firestone-Columbus	0:07:52.17	2:20 Handicap
11	24	Tinkler	Marion	0:07:57.53	1:45 Handicap
12	27	C.B.Derby	Hupmobile	0:08:06.96	3:40 Handicap
13	46	Barney Oldfield	Knox	0:08:14.65	0:00 Handicap
14	5	Louis Edmunds	Cole	0:08:18.93	2:20 Handicap
15	18	Fred Ellis	Jackson	0:08:19.12	1:25 Handicap
16	26	Arthur Miller	Warren-Detroit	0:08:19.85	2:20 Handicap
17	21	D.Bisbee	Cutting	0:08:26.91	1:40 Handicap
18	12	William Endicott	Westcott	0:08:32.86	1:25 Handicap
19	1	Sewell Motsinger	Empire 20	0:08:36.32	2:40 Handicap
20	2	Herbert Lytle	American	3 laps/accident	0:25 Handicap

28th May: 1 mile Time Trials

8	John Aitken	National	0:00:46.37, 77.636 mph
14	Caleb Bragg	Fiat 90	0:00:41.03, 87.740 mph
32	Ray Harroun	Marmon 6	0:00:42.37, 84.966 mph
54	Ben Kerscher	Darracq	0:00:41.83, 86.063 mph
2	Herbert Lytle	American	0:00:44.44, 81.008 mph
1	Sewell Motsinger	Empire 20	0:01:47.03, 33.635 mph

28th May: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 301-450 ci

1	9	John Aitken	National	0:08:08.98, 73.623 mph
2	30	Ray Harroun	Marmon	0:08:09.06, 73.610 mph
3	11	Charles Merz	National	0:08:10.14, 73.448 mph
4	10	Tom Kincaid	National	0:08:12.02, 73.168 mph
5	16	Leigh Lynch	Jackson	0:08:43.81, 68.727 mph

28th May: 5 miles (2.5 miles x 2 laps) - Stock Chassis, 451-600 ci

1	46	Barney Oldfield	Knox	0:04:03.24, 74.001 mph
2	11	Don Herr	National	0:04:04.54
3	9	John Aitken	National	0:04:04.80

30th May: 10 miles (2.5 miles x 4 laps) - Free-For-All

1	14	Caleb Bragg	Fiat 90	0:07:21.95, 81.457 mph
2	7	Tom Kincaid	National 60	0:08:01.31
3	48	Arthur Greiner	National	0:08:26.87
4	8	John Aitken	National 70	3 laps/Fuel problems
5	54	Ben Kerscher	Darracq	3 laps/Lost wheel mainstretch

30th May: 10 miles (2.5 miles x 4 laps) - 161-230 ci

1	36	Louis Chevrolet	Buick 10	0:09:03.60, 66.225 mph
2	35	Bob Burman	Buick 10	0:09:14.86
3	4	Lee Frayer	Firestone-Columbus	0:10:32.46
4	26	Arthur Miller	Warren-Detroit	0:10:57.10

30th May: 5 miles (2.5 miles x 2 laps) - 231-300 ci

1	34	Joe Dawson	Marmon 32	0:04:41.33, 63.982 mph
2	33	Ray Harroun	Marmon 32	0:04:41.36
3	25	Gil Anderson	Marion	0:04:50.59
4	21	D.Bisbee	Cutting	0:05:00.53
5	20	George Clark	Cutting	0:05:08.02

30th May: 5 miles (2.5 miles x 2 laps) - Free-For-All

1	14	Caleb Bragg	Fiat 90	0:03:34.03, 84.100 mph
2	54	Ben Kerscher	Darracq	0:03:43.67
3	8	John Aitken	National 70	0:04:05.13
4	10	Tom Kincaid	National	0:04:06.52
5	48	Arthur Greiner	National	0:04:13.97
6		Bob Burman	Buick 100	Differential

30th May: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 231-300 ci

1	20	George Clark	Cutting	0:09:25.27, 63.686 mph
2	33	Ray Harroun	Marmon	0:09:25.31
3	34	Joe Dawson	Marmon	0:09:25.34
4	25	Gil Anderson	Marion	0:09:26.12
5	21	D.Bisbee	Cutting	0:09:37.73

30th May: 5 miles (2.5 miles x 2 laps) - Stock Chassis, 451-600 ci

1	46	Barney Oldfield	Benz	0:04:01.36, 74.577 mph
2	9	John Aitken	National 40	0:04:01.92
3	10	Tom Kincaid	National 40	0:04:02.23
4	11	Don Herr	National 40	0:04:20.52

30th May: 5 miles (2.5 miles x 2 laps) - Stock Chassis, 301-450 ci

1	9	John Aitken	National 40	0:04:06.69, 72.966 mph
2	10	Tom Kincaid	National 40	0:04:06.73
3	11	Charles Merz	National 40	0:04:07.06
4	31	Joe Dawson	Marmon 32	0:04:19.81
5	16	Leigh Lynch	Jackson	0:04:35.06

30th May: 1 mile Time Trials

	Barney Oldfield	Blitzen Benz	0:00:37.10, 97.030 mph
	Barney Oldfield	Blitzen Benz	0:00:35.63, 101.038 mph

30th May: 5 miles (2.5 miles x 2 laps) - Free-For-All, Handicap

1	45	Reed	Stoddard-Dayton	0:03:38.65	0:54 Handicap
2	47	W.B.Tousey	National 40	0:03:54.54	0:54 Handicap
3	8	John Aitken	National 70	0:03:56.86	0:27 Handicap
4	48	Arthur Greiner	National 40	0:03:57.17	0:43 Handicap
5	36	Louis Chevrolet	Buick 10	0:03:57.44	1:06 Handicap
6	11	Charles Merz	National 40	0:03:57.96	0:43 Handicap
7	16	Leigh Lynch	Jackson	0:03:58.23	1:02 Handicap
8	24	Tinkler	Marion	0:03:59.40	1:15 Handicap
9	6	William Endicott	Cole 30	0:04:07.42	1:27 Handicap
10	5	Louis Edmunds	Cole 30	0:04:09.29	1:27 Handicap
11	26	Arthur Miller	Warren-Detroit	0:04:11.01	1:05 Handicap
12	28	Mortimer Roberts	Herreshoff	0:04:15.59	1:30 Handicap
13	25	Gil Anderson	Marion	0:04:29.43	1:15 Handicap
14	1	Sewell Motsinger	Empire 20	0:05:15.91	1:05 Handicap

30th May: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 451-600 ci

1	46	Barney Oldfield	Knox	0:07:50.75, 76.474 mph
2	11	Howard Wilcox	National 40	0:07:59.83
3	10	Tom Kincaid	National 40	0:08:00.05
4	9	John Aitken	National 40	0:08:00.16

30th May: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 301-450 ci

1	9	John Aitken	National 40	0:07:57.08, 75.479 mph
2	10	Tom Kincaid	National 40	0:07:57.56
3	11	Charles Merz	National 40	0:07:57.61
4	31	Joe Dawson	Marmon 32	0:08:18.11
5	16	Leigh Lynch	Jackson	0:08:47.55

30th May: 10 miles (2.5 miles x 4 laps) - Free-For-All

1	14	Caleb Bragg	Fiat 90	0:07:02.68, 85.171 mph
2	54	Ben Kerscher	Darracq	0:07:04.30
3	8	John Aitken	National 70	0:07:39.18
4	48	Arthur Greiner	National 40	0:08:27.08

Washington Post Test Run, DC-VA

27th-31st May 1910 – 475 miles

#	Class	Entrant	Driver	Car	Remarks/Pts
1	2A	Charles E. Miller & Bro	Charles Miller	Ford	1

2	1A	Wilson Company	B.C.Hamilton	Hupmobile	123
3	6A	Wilson Company	R.C.Wilson	Amplex	DNS
4	3A	Motor Sales Company	J.S.Larcombe Jr	Moon 30	DNS
5	5A	Motor Sales Company	A.L.Drew	GJG Torpedo	DNS
6	4A	Carter Motor Car Corporation	Frank Carter	Washington 40	Perfect Score.
7	4A	Carter Motor Car Corporation	W.D.Arrison	Washington 40	Perfect Score.
8	5A	Tayloe Pollock	J.A.Moabes	Oldsmobile	Official car for The Post. Perfect Score.
9	3A	Emerson & Orme	Frank Hosmer	Regal	1155
10	3A	Overland Sales Company	Clayton Graff	Overland	25
11	4A	Overland Sales Company	Herbert M.Hall	Marion	7
12	3A	L.P.Dorsett Company	Clarence Barnard	Kline Kar	DNS
13	3A	Bennett-Collins Co	Emery Knudsen	Staver	DNS
14	3A	Wine & Benson	W.H.Wine	Moline	Perfect Score.
15	5A	John J.Fister	John J.Fister	Mora	15
16	3A	Maxwell-Briscoe Washington Co	Harry Walls	Maxwell	Perfect Score.
17	5A	Maxwell-Briscoe Washington Co	Bert Robertson	Columbia	Perfect Score.
18	6A	Col. Archibald Gracie	Robert Reed	Amplex	1001 pts. Withdrawn after day 1.
19	5A	Frank Hardart	Gustin A.Hardart	Elmore	DSQ – Towed in to day 1 night control.
20	1A	Maxwell-Briscoe Washington Co	A.D.Reli	Maxwell	Perfect Score.
21	2A	Buick Motor Co	Stanley Mortimer	Buick 10	Perfect Score.
22	II	Buick Motor Co	Ward Angle	Buick Truck	176
23	2A	E.J.Drake	E.J.Drake	Ford	18
24	1A	Selby Co	E.Selby	Paige-Detroit	32
25	4A	Buick Motor Co	"Ted" Johnson	Buick 16	3

Route:

27th May – Washington DC, Leesburg, Winchester, Staunton: 104 miles
In Winchester, one driver who exceeded the speed limit was stopped by a policeman and ordered to return to the hotel to see the mayor. The driver turned around, drove his car two blocks, turned around the corner and rejoined the turnpike without being observed by the policeman.

28th May – Staunton, Charlotteville, Scottsville, Columbia, Richmond
Also stayed overnight in Richmond on the 29th.

30th May – Richmond, Louisa, Orange, Locust Dale

31st May – Locust Dale, Culpeper, Washington DC

Terre Haute-Indianapolis-Terre Haute Reliability Run, IN

30th May 1910 (estimated) – 154 miles

Run by the Terre Haute Motor Club, this event was also referred to as a roadability run. The event was notable due to the participation of Paul Cox, a 14 year old boy who drove an Overland 38 from his father's garage with a friend and achieved a perfect score.

Sport Hill, CT

30th May 1910

FP	#	Driver	Car	Time
1		George Robertson	Simplex	0:00:53.8

Tanforan, CA

31st May 1910 – "Good Roads Meet"

FP	#	Driver	Car	Time	
5 miles – Stock Chassis, 231-450 ci					
1		Frank Murray	Buick	0:05:50.8	
2		Bert Oakes	Knox	0:06:37.4	
10 miles – Stock Chassis, 230 ci and under					
1		A.S.Schuler	Autocar	0:11:18.2	
2		A.Ruddle	Ford	0:11:19.8	
3		Frank Murray	Buick	0:11:30.0	
5 miles – Stock Chassis, 450 ci and over					
1		Frank Murray	Buick	0:06:02.6	
2		Bert Oakes	Knox	0:06:03.8	
5 miles - Handicap					
1		Frank Murray	Buick	0:05:17.1	*scratch*
2		A.S.Schuler	Autocar	0:05:43	*25s handicap*

Run by the San Francisco Motor Club.

V Dead Horse Hillclimb, Worcester, MA

4th June 1910

FP	#	Driver	Car	Time
1		Caleb Bragg	Fiat	0:00:58
2		Harry F.Grant	Alco	0:01:02
Free-For-All, Gasoline				
1		Harry F.Grant	Alco	0:01:02

Carolina Endurance Run, NC/SC

6th-10th June 1910 (estimated)

3 miles out from Littleton, at Panacea Springs, NC, the White special of E.A.Blenner crashed down a 30-ft embankment. His passengers included Allen Potts of the Richmond Times-Dispatch, who suffered severe bruises and a sprained wrist, B.B.Alport, chief observer of the run who suffered a broken collarbone and bruises, W.B.Nelson, timer and checker who suffered a fractured wrist, and Coleman Cutchins, the driver who suffered severe cuts about the head and face. The accident was caused by a broken steering knuckle.

New York Herald-Atlanta Journal Endurance Contest

6th-14th June 1910 – 1000 miles

#	Entrant	Driver	Car	Remarks
		Gordon Wagner	Columbia	Pacer making car
		Fred A.Hoyt		
			Matheson Six	
			Columbia	
			Columbia	
			Reo	Scout car
19	E.M.Willingham	E.M.Willingham	Ford Model T	Won event. Accompanied by Mr Abernathy.

70 cars entered (62 competitors and 8 official cars). 5 got perfect scores.

The Trenton Evening Times of the 28th May reports on an Atlanta-New York Endurance run held in early May, with R.M.Owen in a Reo achieving a perfect score. No other reports of this event have been found, but it appears to be a different run to the one detailed above.

Elm Ridge, MO

11th June 1910

FP	#	Driver	Car	Time	
1 mile – Time Trial					
		Barney Oldfield	Benz	0:00:52.2	
5 miles – Free-for-all					
1		Barney Oldfield	Knox	0:08:02.2	
2		Lewis Strang	Jackson		
5 miles – Free-for-all, Handicap					
1		Frank Thurman	Auburn	0:05:48.4	*1m10s handicap*
50 miles – Free-for-all					
1		Barney Oldfield	Knox	0:56	
2		LaRoche	Cutting	48 miles	
3		Clark	Cutting		
R		Frank Thurman	Auburn	engine	

Races had been postponed for eight days due to rain.

Wichita Fairgrounds, KS

11th June 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – For cars not exceeding 30 hp				
1		C.W.Swain	Cole	0:06:54.0
2		F.Marvin Light	Crawford	
3		H.M.Willis	Lewis-Rider 4	
4		William Kraver	Regal	
5		Mahoney	Sellers	
6.5 miles – Australian Pursuit				
1		Carl E.Evans	Auburn 40	0:09:21.0
2		F.Marvin Light	Crawford	
3		H.M.Willis	Lewis-Rider 4	
4			Hupmobile	
5		William Kraver	Regal	
5 miles – Match Race				
1		C.W.Swain	Cole	0:06:59.0
2		Carl E.Evans	Auburn 40	
5 miles – Free-for-all				
1		Carl E.Evans	Auburn 40	0:06:38
2		F.Marvin Light	Crawford	
3		William Kraver	Regal	
4		H.M.Willis	Lewis-Rider 4	
		Ed Snaverly	Ford	
		Frataling	Buick 17	
		Mahoney	Sellers	
R		C.W.Swain	Cole	hit fence/accident

All-Long Island Run, LI

11th-12th June 1910 (estimated)

A two day event, in which a Columbia achieved a perfect score.

Lakeside, St Joseph, MO

13th June 1910 – ½ mile oval

FP	#	Driver	Car	Time

3 miles - Handicap

1		Warren-Detroit 30		*13s handicap*
2	Barney Oldfield		-2 feet	

This was an AAA sanctioned meeting.

Oklahoma Endurance Run, OK

13th-18th June 1910 (estimated) – 835 miles

There were 12 starters, 6 of whom finished. Night controls were at Lawton, Hobart, Kingfisher, Enid and Ponca City. The Franklin of C.S.Harris finished in first position, having 6 points and the lowest penalisation.
On the run from Ponca City to Oklahoma City, the route crossed that of the previous day, and four of the six remaining contestants were deceived by two markings of corn, which was used for confetti, and took the wrong route. Only one car realised its mistake and turned back. However, both routes ended in the same place as the roadways were built on a square system. The Franklin was disqualified for taking the wrong route, but Carris protested the result as he stated that the crossed markings of corn were confusing. If his protest was upheld, the Franklin would win as it had the only perfect road score and the lowest technical penalty. However, the result of this appeal is not known.

Giant's Despair, PA

14th June 1910 – 1 mile hillclimb

FP	#	Driver	Car	Time
Event 1				
1		H.A.Bauer	Oakland	0:02:17.4
2		Frank Martiz	Reo	
3		Costello	Maxwell	
Event 2				
1		Ray Harroun	Marmon	0:01:50.2
2		Johnson	Pope-Hartford	
3		Hardesty	Pullman	
Event 3				
1		Fred Belcher	Knox	0:01:52
2		Ray Harroun	Marmon	
3		John Aitken	National	
Event 4				
1		Louis Disbrow	Knox Giantess	0:01:47.4
2		John Aitken	National	
3		Tousey	National	
Hollenback Trophy				
1		Fred Belcher	Knox Giantess	0:01:52.6
Free-for-all				
1		Ralph DePalma	Fiat "Mephistopheles"	0:01:28.4
2		Len Zengle	Chadwick	
3		Louis Disbrow	Knox Giantess	
		Tom Berger	Warren-Detroit	crash
Invitation Contest				
1		Len Zengle	Chadwick	0:01:37.6
2		Louis Disbrow	Knox Giantess	
Event 10				
1		Hobidett	Marion	0:02:10.4
2		Donelly	Maxwell	
Event 11				
1		Turner	Matheson VI	0:01:40.2
2		Fred Belcher	Knox	

VII National Automobile Reliability Contest (Glidden Tour)

14th-30th June 1910 – 2850 miles

Entrants:

#	Entrant	Car	Driver	Remarks
1	Premier Motor Manufacturing Company	Premier 60 hp	Ray F.McNamara	88 pts – initially declared winner
2	Premier Motor Manufacturing Company	Premier 40 hp	George A.Weldsley	805 pts
3	Chalmers Motor Company	Chalmers		
4	Chalmers Motor Company	Chalmers	Joe Matson	
5	Chalmers Motor Company	Chalmers	Bill Bolger	116 pts. Later declared winner.
6	Cole Motor Car Company	Cole	Harry Knight	
7	Maxwell-Briscoe Motor Company	Maxwell-Briscoe	Harry Wells	208 pts
8	Cartercar Company	Cartercar		
9	Parry Auto Company	Parry	Dull	Disqualified
10	Bartholomew Company	Glide		2247 pts
11	Ohio Motor Car Company	Ohio		
12	Ohio Motor Car Company	Ohio		
14	Penn Auto Motor Company	Pennsylvania		
15	Haberer & Co	Cino		2414 pts
16	Buick Motor Company	Buick		
17	Buick Motor Company	Buick		
18	Oakland Motor Company	Oakland		
19	Oakland Motor Company	Oakland		
100	Moline Auto Company	Moline	C.H.Vandervoort	Won Chicago Trophy, 19 pts.
101	Moline Auto Company	Moline	J.A.Wicke	481 pts
102	Moline Auto Company	Moline	F.G.Salisbury	64 pts
103	Lexington Motor Car Company	Lexington		2042 pts.
104	Cole Motor Car Company	Cole	Al Martin	
105	Parry Auto Company	Parry		Disqualified
106	Fal Motor Car Company	Falcar	Charles F.Van Sicken	
107	Maxwell-Briscoe Motor Company	Maxwell	Jesse Illingsworth	51 pts
108	Cartercar Company	Cartercar		Retired
109	Cartercar Company	Cartercar		
110	Lexington Motor Car Company	Lexington		Retired
111	Westcott Automobile Company	Westcott		

Chalmers-Detroit was the pathfinding car, driven by Dai Lewis. Two non-contestants were Cadillac chassis mounted as artillery gun carriages entered by the Northwestern Military Academy of Highland Park, Illinois, and were manned by students of the academy under the command of R.P.Davidson, secretary of the institution. By day they were to escort the other entries in the non-contestant division, and by night they were to guard the cars. They completed the run.

Cars with numbers 100 or greater competed for the Chicago Trophy, those below for the Glidden Trophy.

14th June - Cincinnati to Louisville, 162 miles
8 of 26 contesting cars penalised. One woman was killed when the horse drawn sulky containing Mrs Maria Hedrick and her son was startled by a contesting car. Mrs Hedrick was thrown out and sustained a fractured skull – the contesting car did not stop. A Cole roadster was penalised 1042 points for losing a wheel, #4 Chalmers was penalised for adjusting a brake rod, #6 Cole was penalised for having to remove sand from the fuel pipe, #9 Parry was penalised for obtaining fuel on route at Lexington. #14 Pennsylvania was penalised after a piece of solder left in the engine melted and dropped into a pump, requiring a magneto adjustment. Van Sicken's car had its magneto replaced, the Lexington had a brake rod defect, and the Westcott had to twice adjust its carburettor.

15th June – Louisville-Nashville: 192.9 miles
Class A cars have 9h42m to make the run, other cars 10h46m.

16th June – Nashville (TN)-Sheffield (AL): 119.7 miles

No car dropped out yet.

17th June – Sheffield-Memphis: 161.7 miles

18th June – Memphis-Little Rock: 207.7 miles

19th June – Little Rock-Hot Springs: 53.3 miles
The #108 Cartercar broke the right rear axle a short way out of Little Rock and was disqualified. The #103 Lexington was disqualified for breaking its frame. Both cars ordered spare parts and were to continue on the run.

20th June – Hot Springs-Texarkana: 138.3 miles

21st June – Texarkana-Dallas: 217.1 miles

22nd June – Dallas-Lawton: 200.7 miles

23rd June – Lawton-Oklahoma City: 145.3 miles

24th June – Oklahoma City-Wichita: 216.0 miles

25th June – Wichita-Kansas City: 234.5 miles
Only 11 cars remained in the tour at this stage.

26th June – Rest Day

27th June – Kansas City-Omaha: 242.3 miles
Circuit Judge Thomas H.Seehorn declined to issue the injunction against the Glidden Tour officials sought by Max Parry of the Parry Automobile Company on the grounds that his court had no jurisdiction. In his petition for an injunction, Mr Parry charged the officials in charge of assessing penalties with favouring the Chalmers car at the expense of his own. The two Parry cars were then disqualified on the grounds that the rules had not been observed by the drivers and that they had carried their grievances to the public through the press rather than submit them to the board. They were ineligible to enter any AAA events until further notice.

28th June – Omaha-Des Moines: 159 miles

29th June – Des Moines-Davenport: 219.8 miles

30th June – Davenport-Chicago: 178.7 miles.
Finished in Garfield Park. Several protests were filed with the referee against Premier #1, alleging that the car carried an auxiliary oil lamp which was not part of the stock car. F.M.Edwards of the technical committee was sent to Indianapolis to inspect Premier stock cars.

On the 5th August, the Chalmers #5 was awarded Glidden Trophy, the protest which was lodged against the Premier entries having been sustained by the contest board. The Premier company was also been barred from further contests under AAA rules until further notice on the grounds that they denied the jurisdiction of the contest board and appealing to the courts and causing publication of the public press of statements not in accord with the facts, all of which was conduct prejudicial to the welfare of the sport and industry.

This decision was protested, and on the 12th September the contest board of the AAA made formal announcement that the Glidden Trophy had been delivered to the Chalmers Motor Company, to be held by it until the conclusion of the 1911 tour. A temporary injunction secured by H.O.Smith, president of the Premier Motor Manufacturing Company, restraining the contest board from delivering the trophy to the Chalmers company as winner of the 1910 Glidden Tour, was vacated in the supreme court of New York on September 9th and application to continue the order was denied.

Litigation continued however, and it was announced in April 1911 that the Supreme Court of New York had agreed to hear the case again, with the final hearing being held in June. The result of this hearing is not known.

Red Oak Fairgrounds, IO

16th June 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1		Walter Smith	Hupmobile	

A steamer and a gasoline car were also contestants in this race.

15 miles – Free-for-all

1	A.Morrill	National	0:20:00
2		EMF	

10 miles

1	Robbins	EMF	0:11:38

The turns of this track were especially banked for the event. During one of the events, James Ralston's car skidded into the fence and turned over. Eddie Rickenbacher was also seriously injured when his car ran into the fence and turned over – this was Rickenbacher's first race.

Lexington, NE

16th June 1910

FP	#	Driver	Car	Time
1		Ouderkirk	Buick	

This was the second day of the Dawson County Races. A purse of $70 was offered for the auto race.

Montgomery Park, TN

17th June 1910 – Tri-State Fairgrounds, Memphis: 1 mile dirt oval

FP	#	Driver	Car	Time	
1 mile – Track Record Attempt					
		George Robertson	Simplex 90	0:00:55.6	
		Ray Harroun	Marmon	0:00:58.8	
5 miles – Cars 161-230ci					
1		Endicott	Cole 30	0:06:09	
2		Edmunds	Cole 30		
5 miles – Cars, up to 325 ci					
1		Ray Harroun	Marmon	0:05:37	
2		Endicott	Cole 30		
3		Edmunds	Cole 30		
5 miles – Free-for-all					
1		George Robertson	Simplex 90	0:04:59.4	
2		Ray Harroun	Marmon 6		
3		Joe Dawson	Marmon 32		
10 miles – Handicap					
1		George Robertson	Simplex		*¾ mile handicap*
2		Ray Harroun			
		Edmunds	Cole 30		
25 miles – Free-for-all					
1		George Robertson	Simplex	0:35:57	
2		Ray Harroun	Marmon		

This replaced an advertised 50 mile event.

5 miles – Special Race			
1	Ray Harroun	Marmon 6	0:05:19.6
2	Joe Dawson	Marmon 32	
25 miles – Special Race			
1	Endicott	Cole	0:28:18
2	Edmunds	Cole 30	
5 miles – Memphis Championship, for Memphis Drivers			
1	Henry Baker	Stearns	0:06:01.4
2	Merriman	Thomas	

II Annual Hillclimb of the Automobile Club of Maryland, MD

18th June 1910 – Baltimore: 0.7 miles

FP	#	Driver	Car	Time
Class A – Cars costing $800 and under				
1	2		Hupmobile	0:01:21.3
Class B – Cars costing $800-$1200				
1	7		Oakland	0:01:01.0
2	5		Warren-Detroit	0:01:06.5
3	6		Ford	0:01:08.75
4	4		Hudson	0:01:17.0
Class C – Cars costing $1201-$1600				
1	11		Buick	0:00:57.2
2	9		EMF	0:01:05.5
3	12		Crawford	0:01:07
4	10		Patterson	0:01:13
5	14		Reo	0:01:17
Class D – Cars costing $1601-$2000				
1	29		Buick	0:00:56
2	15		Oakland	0:00:56.5
3	16		Buick	0:01:02
4	18		Kissel Kar	0:01:21
5	17	Frank Carter	Washington	0:01:21.5
Class E – Cars costing $2001-$3000				
1	21		Matheson	0:00:49.2
2	20		Chalmers	0:00:58.4
3	19		Oldsmobile	0:01:12
Class F – Cars costing $3001-$4000				
1	30		Matheson	0:00:47
2	32		Knox	0:00:58.2
Class G – Cars costing $4001 or over				
1	24		Stearns	0:00:50.6
2	22		Chadwick	0:00:52
Class H – Amateur Drivers, Cars costing $3000 and under				
1	21		Matheson	0:00:48.6
2	20		Chalmers	0:00:56.2
3	34		Crawford	0:01:03.4
Class K – Amateur Drivers, Cars costing $3001 and over				
1	24	J.G.Nassuer	Stearns	0:00:51.8
2	22	W.W.Lanahan	Chadwick	0:00:52
3	25		Stearns	0:01:28
Free-for-all				
1	31	Len Zengle	Chadwick 90	0:00:36.0
2	30		Matheson	0:00:44
3	27		Chadwick	0:00:46

The hill gradient was 18% - 33 cars competed.

Union, SC

23rd June 1910 – Hillclimb

FP	#	Driver	Car	Time
1			Ford	FTD

Detroit-Minnesota-Detroit Endurance Run, MI

25th June 1910

The run went from Detroit to the Minnesota State Line and return. A Ford won and achieved a perfect score.

Kalamazoo Endurance Run, MI

30th June 1910

J.G.Sharker was killed and three others (Victor Palmer, secretary of the Michigan Buggy company, William Woodruff and James Russell, the chauffeur) were seriously injured when the car automobile in which they were just starting the run collided with a telephone pole. The car had been travelling at speed when the driving rod broke, causing the car to slide. The car was wrecked and the pole snapped.

Winfield Fairgrounds, KS

1st July 1910

FP	#	Driver	Car	Time
3 miles (0.5 miles x 6 laps)				
1		F. Marvin Light	Crawford	
2		Lloyd Haight	EMF 30	
5 miles (0.5 miles x 10 laps)				
1		F. Marvin Light	Crawford	
2		Lloyd Haight	EMF 30	

Indianapolis, IN

1st-4th July 1910

FP	#	Driver	Car	Time	
1st July: 5 miles (2.5 miles x 2 laps) - Stock Chassis, under 160 ci					
1	19	Mortimer Roberts	Herreshoff	0:05:30.61, 54.445 mph	
2	4	Charles Merz	Empire	0:05:30.76	
3	20	McCormick	Herreshoff	0:05:35.70	
1st July: 5 miles (2.5 miles x 2 laps) - Stock Chassis, 161-230 ci					
1	35	Louis Chevrolet	Buick	0:04:40.80, 64.103 mph	
2	36	Bob Burman	Buick	0:04:40.88	
3	24	Arthur Miller	Warren-Detroit	0:04:56.14	
1st July: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 231-300 ci					
1	38	Bob Burman	Marquette-Buick	0:08:14.46, 72.807 mph	
2	34	Joe Dawson	Marmon	0:08:25.25	
3	33	Ray Harroun	Marmon	0:08:25.34	
4	37	Louis Chevrolet	Marquette-Buick	0:08:28.10	
5	45	Billy Pearce	Falcar	0:08:35.31	
6	14	Moore Great	Western	0:09:00.27	
7	44	Louis Heinemann	Falcar	0:09:50.23	
1st July: 15 miles (2.5 miles x 6 laps) - Stock Chassis, 301-450 ci					
1	40	Bob Burman	Marquette-Buick	0:11:46.42, 76.441 mph	
2	7	John Aitken	National	0:11:48.78	
3	39	Louis Chevrolet	Marquette-Buick	0:11:48.97	
4	1	Howard Wilcox	National	0:12:21.11	
5	31	Joe Dawson	Marmon	0:12:22.74	
1st July: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 451-600 ci					
1	27	Harry Grant	Alco	0:08:03.09, 74.520 mph	
2	1	Howard Wilcox	National	0:08:17.82	
3	12	Arthur Greiner	National	0:08:20.74	
1st July: 10 miles (2.5 miles x 4 laps) - Free-For-All, Handicap					
1	2	Sutcliffe	Maytag	0:10:01.78	3:50 Handicap
2	15	J.Davis	Great Western	0:10:20.95	0:50 Handicap
3	26	Harry Endicott	EMF	0:10:24.46	1:00 Handicap
4	10	William Endicott	Cole	0:10:24.96	0:00 Handicap
5	24	Arthur Miller	Warren-Detroit	0:10:25.67	1:00 Handicap

6	16	A.Cook	Black Crow	0:10:30.60	0:50 Handicap
7	23	Eddie Hearne	Diamond T	0:10:37.47	1:00 Handicap
8	4	Charles Merz	Empire	0:10:42.31	0:00 Handicap

1st July: 5 miles (2.5 miles x 2 laps) – Amateur Drivers

1	12	Arthur Greiner	National	0:04:14.95, 70.602 mph
2	1	W.B.Tousey	National	0:04:19.05

1st July: 10 miles (2.5 miles x 4 laps) – Free-For-All, Speedway Helmet

1	22	Eddie Hearne	Benz	0:07:13.00, 83.141 mph
2	8	John Aitken	National	0:07:22.70
3	32	Ray Harroun	Marmon	0:07:39.65
4	18	Len Zengel	Chadwick	0:08:17.40
5	29	Ralph Ireland	Stoddard-Dayton	3 laps/Out
6	46	Howard Wilcox	Simplex	1 lap/Out

1st July: 50 miles (2.5 miles x 20 laps) – G&J Trophy

1	38	Bob Burman	Marquette-Buick	0:40:03.08, 74.904 mph
2	37	Louis Chevrolet	Marquette-Buick	0:40:07.61
3	45	Billy Pearce	Falcar	0:45:12.83
4	3	Frank Fox	Pope-Hartford	0:46:47.95
5	44	Louis Heinemann	Falcar	0:47:32.13
6	14	Moore Great	Western	0:47:35.45
7	15	J.Davis	Great Western	0:48:16.51
8	34	Joe Dawson	Marmon	18 laps/Out
9	24	Arthur Miller	Warren-Detroit	Out
10	33	Ray Harroun	Marmon	2 laps/Out
11	16	A.Cook	Black Crow	Out

1st July: 1 mile Time Trials

8	John Aitken	National	0:00:37.95, 94.862 mph
8	John Aitken	National	0:00:45.92, 78.397 mph
43	Bob Burman	Marquette-Buick	0:00:40.43, 89.043 mph
43	Bob Burman	Marquette-Buick	0:00:41.75, 86.227 mph
42	Louis Chevrolet	Marquette-Buick	0:00:39.66, 90.772 mph
22	Eddie Hearne	Benz	0:00:38.45, 93.628 mph
22	Eddie Hearne	Benz	0:00:39.64, 90.817 mph
4	Charles Merz	Empire 20	0:01:02.70, 57.416 mph
46	W.B.Tousey	Simplex	0:00:49.80, 72.289 mph
18	Len Zengel	Chadwick	0:00:44.49, 80.917 mph

2nd July: 1 mile Time Trials

8	John Aitken	National	0:00:40.54, 88.801 mph
43	Bob Burman	Marquette-Buick	0:00:38.30, 93.995 mph
22	Eddie Hearne	Benz	0:00:40.80, 88.235 mph
4	Charles Merz	Empire	0:01:03:38, 56.800 mph
47	George Robertson	Simplex	0:00:41.48, 86.789 mph
46	Howard Wilcox	Simplex	0:00:45.84, 78.534 mph

2nd July: 12.5 miles (2.5 miles x 5 laps) – Stock Chassis, under 160 ci

1	19	Mortimer Roberts	Herreshoff	0:10:37.60, 70.577 mph
2	4	Charles Merz	Empire	0:10:37.74
3	21	Herreshoff	Herreshoff	0:11:28.29

2nd July: 10 miles (2.5 miles x 4 laps) – Stock Chassis, 161-230 ci

1	35	Louis Chevrolet	Marquette-Buick	0:08:55.40, 67.239 mph
2	36	Bob Burman	Buick	0:09:05.06
3	26	Harry Endicott	EMF	0:09:46.05
4	2	Sutcliffe	Maytag	2 laps/Out

2nd July: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 231-300 ci

1	37	Louis Chevrolet	Marquette-Buick	0:04:08.37, 72.473 mph
2	38	Bob Burman	Marquette-Buick	0:04:10.80
3	34	Joe Dawson	Marmon	0:04:16.0
4	45	Billy Pearce	Falcar	0:04:57.12
5	17	Ed Stinson	Black Crow	0:05:00.83
6	15	J.Davis	Great Western	0:05:02.09

2nd July: 10 miles (2.5 miles x 4 laps) – Stock Chassis, 301-450 ci

1	37	Louis Chevrolet	Marquette-Buick	0:07:54.86, 75.812 mph
2	7	John Aitken	National	0:07:55.12
3	31	Joe Dawson	Marmon	0:07:55.57
4	30	Ray Harroun	Marmon	0:08:03.82
5	40	Bob Burman	Marquette-Buick	0:08:04.65
6	6	Tom Kincaid	National	0:08:05.30
7	9	Ralph Ireland	Midland	2 laps/Out

2nd July: 20 miles (2.5 miles x 8 laps) - Stock Chassis, 451-600 ci

1	27	Harry Grant	Alco	0:16:27.13, 72.939 mph
2	12	Arthur Greiner	National	0:19:30.29
3	1	Howard Wilcox	National	0:19:43.32

2nd July: 10 miles (2.5 miles x 4 laps) - Free-For-All, Handicap

1	47	George Robertson	Simplex	0:09:43.38	2:35 Handicap
2	25	King Smith	National	0:10:02.73	1:50 Handicap
3	9	Ralph Ireland	Midland	0:10:07.81	1:00 Handicap
5	45	Billy Pearce	Falcar	0:10:12.86	1:00 Handicap
6	14	Moore	Great Western	0:10:13.21	0:50 Handicap
7	15	J.Davis	Great Western	0:10:19.35	0:45 Handicap
8	26	Harry Endicott	EMF	0:10:22.16	0:50 Handicap
9	24	Arthur Miller	Warren-Detroit	0:10:22.40	0:50 Handicap
10	10	William Endicott	Cole	0:10:22.61	0:40 Handicap
11	11	Louis Edmunds	Cole	0:10:22.82	0:40 Handicap
12	19	Mortimer Roberts	Herreshoff	0:10:25.46	0:10 Handicap
13	29	Ralph Ireland	Stoddard-Dayton	0:10:25.68	2:15 Handicap
14	46	Howard Wilcox	Simplex	0:10:33.69	2:35 Handicap
15	12	Arthur Greiner	National	0:10:35.93	2:15 Handicap
16	4	Charles Merz	Empire	0:10:39.00	0:00 Handicap
17	2	Sutcliffe	Maytag	0:10:48.59	0:40 Handicap
18	23	Eddie Hearne	Diamond T	0:11:04.81	0:00 Handicap
19		Tom Kincaid	National	0:11:06.94	2:15 Handicap
20	17	Ed Stinson	Black Crow	0:11:37.47	0:40 Handicap
		John Aitken	National	4 laps/Finished	2:50 Handicap
	3	Frank Fox	Pope-Hartford	4 laps/Finished	1:05 Handicap
	5	Louis Schwitzer	Fuller	4 laps/Finished	0:40 Handicap

2nd July: 10 miles (2.5 miles x 4 laps) - Amateur Drivers

1	12	Arthur Greiner	National	0:08:16.66, 72.484 mph
2	1	W.B.Tousey	National	0:08:33.34
3	48	Spencer Wishart	Mercedes	3 laps/Out

2nd July: 5 miles (2.5 miles x 2 laps) - Free-For-All

1	8	John Aitken	National	0:03:39.72, 81.922 mph
2	47	George Robertson	Simplex	0:03:40.43
3	22	Eddie Hearne	Benz	0:03:52.98
4	46	Howard Wilcox	Simplex	0:03:55.54
5	18	Len Zengel	Chadwick	0:03:56.85
6	43	Bob Burman	Marquette-Buick	1 lap/Out

4th July: 20 miles (2.5 miles x 8 laps) - Free-For-All

1	22	Eddie Hearne	Benz	0:14:06.72, 85.034 mph
2	8	John Aitken	National	0:14:18.37
3	43	Bob Burman	Marquette-Buick	0:15:39.17
4	32	Ray Harroun	Marmon	0:16:13.96
5	18	Len Zengel	Chadwick	6 laps/Out
6	29	Tripp	Stoddard-Dayton	4 laps/Out
7		Louis Chevrolet	Marquette-Buick	Out
8		Howard Wilcox	Simplex	Out

4th July: 5 miles (2.5 miles x 2 laps) - Stock Chassis, under 160 ci

1	19	Mortimer Roberts	Herreshoff	0:05:22.87, 55.750 mph
2	21	Herreshoff	Herreshoff	0:05:55.35
3	20	McCormick	Herreshoff	2 laps/Finished

4th July: 10 miles (2.5 miles x 4 laps) - Stock Chassis, 161-230 ci

1	35	Louis Chevrolet	Buick	0:09:12.23, 65.190 mph
2	36	Bob Burman	Buick	0:09:21.77
3	26	Harry Endicott	EMF	0:09:51.22
4	2	Sutcliffe	Maytag	0:09:51.55
5	5	Louis Schwitzer	Fuller	0:10:17.86
6	24	Arthur Miller	Warren-Detroit	4 laps/Finished

4th July: 5 miles (2.5 miles x 2 laps) - Stock Chassis, 231-300 ci

1	44	Louis Heinemann	Falcar	0:04:44.31, 63.311 mph
2	45	Billy Pearce	Falcar	0:04:55.45
3	17	Ed Stinson	Black Crow	0:04:57.19
4	3	Frank Fox	Pope-Hartford	0:05:31.53
5	15	J.Davis	Great Western	0:05:44.32
6	16	A.Cook	Black Crow	0:05:45.84
7	14	Moore	Great Western	Withdrew, DNS

4th July: 5 miles (2.5 miles x 2 laps) - Amateur Drivers

1	48	Spencer Wishart	Mercedes	0:04:21.34, 68.876 mph
2	12	Arthur Greiner	National	0:04:21.35

3	1	W.B.Tousey	National	0:04:54.82

New Braunfels, TX

July 1910 – 1397 ft Hillclimb

FP	#	Driver	Car	Time
161-230 cubic inches				
1		Heffernan	Hudson	0:00:32
2		Tobin de Hymel	Stoddard-Dayton	0:00:35
3		Heffernan	Hudson	0:00:47.2
231-300 cubic inches				
1		Wells	Moon	0:00:36
2		Salley	Kisselkar	0:00:42
301-450 cubic inches				
1		L.de Hymel	Velie	0:00:32
2		Holmes	Jackson	0:00:35.2
3		Holmes	Jackson	0:00:38
Free-for-All – Daily Express Trophy				
1		Tobin de Hymel	Stoddard-Dayton	0:00:27.75
2		Holmes	Jackson	0:00:34
3		Wells	Moon	0:00:36
4		Gibson	Ford	0:00:39

Belleville, KS

4th July 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
10 miles				
1		White/Stover	Buick 10	0:07:10
2			White steamer	
3		Harley Lewis	Ford	

Dallas Fairgrounds, TX

4th July 1910 – Fair Park

The following events were scheduled (with entrants):

Event 1 – Standing Start, 5 miles, Cars 10-20 hp

1	E.O.Sluder	Maxwell Sportsman
2	R.L.Cameron	Hupmobile
3	E.Padgitt	Hudson

Event 2 – Match Race, 3 miles

4	R.M.Hardeman	Brush Roadster
5	M.A.Sacksteder	Maxwell Junior

Event 3 – Stripped roadster race

6	Earl Freeman	Falcar
7	Clarence E.Linz	Kissel Kar
8	T.B.Funk	Overland
1	E.O.Sluder	Maxwell Sportsman
10	D.C.Cage	Warren Detroit
23	Thomas E.Harvey	Pope

Event 4 – Exhibition

Event 5 – Touring Cars, 3 miles

9	J.B.Stephenson	Cole
22	Conde Mosely	Kissel Kar
21	W.A.Fosdicke	Moline
20	W.L.Handcock	Regal
24	E.A.Sluder	Maxwell G

Event 6 – Stock Touring Cars, 5 miles

17	B.W.Lindsley	Thomas
18	Charles Link	Austin
19	C.F.Hunt	Stoddard-Dayton

Event 7 – Free-for-all, 5 miles

11	W.H.Bertrand	Simplex
7	Clarence E.Linz	Kissel Kar
12	Joe Girard	Locomobile
6	Earl Freeman	Falcar
9	T.B.Funk	Overland
14	E.O.Slauder	Columbia
15	G.Maddox	Oakland
16	C.F.Hurst	Stoddard-Dayton
10	C.S.Cage	Warren-Detroit
23	Thomas E.Harvey	Pone

W.H.Bertrand (Simplex) set the best time of the day, completing a mile in 59.8s.

Milford, IA

4th July 1910 – Dirt oval

FP	#	Driver	Car	Time
10 miles				
1		W.H.Pattee	Buick 16	
2		R.E.Donaldson	Buick 19	
R		R.E.Mitchell	Thomas Flyer	9 miles
NS		L.V.Russell	Chalmers 40	withdrawn

Mocklip Beach, WA

4th July 1910

FP	#	Driver	Car	Time
$2000 and under				
1			Ford	
2			Ford	

Races run by the Seattle Auto Club.

Churchill Downs, Louisville, KY

8th July 1910

FP	#	Driver	Car	Time
5 miles – Cars 160 ci				
1		McCormick	Herreshoff	0:06:45
2		Walter Emmons	Herreshoff	
3		Smith	Herreshoff	
5 miles – Cars 161-230 ci				
1		William Endicott	Cole 30	0:06:27
2		Edmunds	Cole 30	
R		Harry Endicott	EMF	crashed
5 miles – Cars 231-300 ci				
1		Dawson	Marmon	0:05:56
2		Hughie Hughes	Parry	
3		Stinson	Black Crow	
5 miles – Cars 301-450 ci				
1		Ray Harroun	Marmon	0:05:56
2		Dawson	Marmon	
3		Gilchrist	Stoddard-Dayton	

5 miles – Handicap for cars under 300 ci

1	Walter Emmons	Herreshoff	0:05:17	*1m10s handicap*
2	Hughie Hughes	Parry		*0m25s handicap*
3	William Endicott	Cole 30		*0m35s handicap*
	8 starters			

5 miles – Free-for-all

1	Ray Harroun	Marmon	0:05:49.6
2	Dawson	Marmon	
3	Hughie Hughes	Parry	

5 miles – Free-for-all, Handicap

1	Hughie Hughes	Parry	0:06:05	*0m25s handicap*
2	Ray Harroun	Marmon		*scratch*
3	William Endicott	Cole 30		*0m25s handicap*

25 miles – Race B (Free-for-all)

1	Ray Harroun	Marmon	0:25:28
2	Dawson	Marmon	
3	Hughie Hughes	Parry	

25 miles – Race A (161-250 ci)

1	William Endicott	Cole 30	0:28:33
2	Edmunds	Cole 30	

Races A and B were run concurrently. There were six starters in the race (A+B combined).

Columbus, OH

8th July 1910

Lewis Strang driving a Buick lowered the 50 mile record here. No further details are known.

Taylor Fairgrounds, TX

8th July 1910

FP	#	Driver	Car	Time
5 miles				
1	16	George DeWitt	Buick	0:06:30.5
2	19	Tooter Birkhead	Buick	0:06:40.25
3	11	Philip Wells	Moon	
4	10	Barney Benfel	Buick	

Barney Benfel's Buick #935 left the track, tearing down several fence posts. The car was badly damaged, but the driver was unhurt.

1 mile – Track Record Attempt

16	George DeWitt	Buick	0:01:14.75
19	Tooter Birkhead	Buick	0:01:18
11	Philip Wells	Moon	0:01:20

10 miles

1	16	George DeWitt	Buick	0:13:04.25
2	11	Philip Wells	Moon	0:13:34.25
3	10	Barney Benfel	Buick	steering broke, crashed into ditch

15 miles

1	16	George DeWitt	Buick	0:20:59
2	11	Philip Wells	Moon	0:21:23.25

25 miles

1	16	George DeWitt	Buick	0:34:03.25
2	11	Philip Wells	Moon	

½ mile - Novelty Race, slow speed in high gear

1	Crawford Booth	Dorris	0:06:53.25
2	George Bartholemew	Dorris	0:06:50
3	Miss Lucille Thompson	Dorris	0:06:48

Denver Post Reliability Run, CO

8th-9th July 1910 (estimated) – 721 miles

#	Entrant	Driver	Car	Remarks
			Apperson Jack Rabbit	Official car
		E.C.Swanbrough	Hupmobile	Best score in class
			Paige-Detroit	Perfect score
			Buick 17	Passed technical examination with perfect score, but was penalised for taking on water en route.

Latonia, OH

10th July 1910

FP	#	Driver	Car	Time	
5 miles – Stock Chassis, Class B, Division 1 (160 ci and under)					
1		Emmons	Herreshoff	0:04:14.2	
2		McCormick	Herreshoff		
3		Smith	Herreshoff		
5 miles – Stock Chassis, Class C, Division 2 (161-230 ci)					
1		William Endicott	Cole	0:05:11.2	
2		Edmunds	Cole		
R		Harry Endicott	EMF		
5 miles – Stock Chassis, Class C, Division 3 (231-300 ci)					
1		Joe Dawson	Marmon	0:06:00.8	
2		Walter Donelly	Cino		
3		Ramey	Detroit-Dearborn		
4		Stinson	Black Crow		
5 miles – Stock Chassis, Class C, Division 4 (301-450 ci)					
1		Ray Harroun	Marmon	0:05:57.4	
2		Joe Dawson	Marmon		
3		Gilchrist	Stoddard-Dayton		
5 miles – Class E (up to 300 ci), Handicap					
1		Joe Dawson	Marmon	0:05:23.4	*scratch*
2		Emmons	Herreshoff		*30s handicap*
3		William Endicott	Cole		*30s handicap*
5 miles – For privately owned and regularly used cars of residents of Kentucky, Indiana, Ohio					
1		Stevens	Matheson Six	0:05:41.2	
2		Gilchrist	Stoddard-Dayton		
3		Walter Donelly	Cino		
5 miles – Free-for-all					
1		Ray Harroun	Marmon 4	0:05:23.4	
2		Joe Dawson	Marmon 32		
3		Stevenson	Matheson		
5 miles – Free-for-all, Handicap					
1		Roberts	Herreshoff	0:05:50.6	*40s handicap*
2		Joe Dawson	Marmon Six		*5s handicap*
3		William Endicott	Cole		*20s handicap*
10 miles – Race A (161-230 ci)					
1		William Endicott	Cole	0:12:53.6	
2		Harry Endicott	EMF		
10 miles – Race B (over 230 ci)					
1		Ray Harroun	Marmon	0:13:06.8	
2		Joe Dawson	Marmon		
R		Gilchrist	Stoddard-Dayton	too much dust	
R		Stevens	Matheson	too much dust	

Races A and B were run concurrently.

Mount Morrison Hillclimb, CO

10th July 1910 – 1.438 miles, nr Denver

FP	#	Driver	Car	Time
Class B – Cars under $1250				
1		Fred Alkire/Stewart Alkire	Ford	0:05:17.6
2		William Thonney/Jack Daniels	Ford	0:05:52.8
Free-for-all				
1		William Thonney	Ford Model T	0:05:16.8
2		McDonald	Reo	0:05:28.4

There was a dispute over the correctness of the times taken in the free-for-all, so all competitors had to make a second run.

Richfield Fairgrounds, UT

15th July 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
½ mile - Match Race				
1		Dr Steiner	Overland	
2		Frank Machee	"One longer"	

The report of this race stated that the doctor had hard work with his machine on slow speed to prevent the car running away with the race.

½ mile - Match Race				
1		Frank Machee	Overland	
2		Anderson	Overland	

Machee drove Dr Steiner's car in this race. Machee won by a few feet.

Wheeling Fairgrounds, WV

16th July 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Ben Kirscher	Darracq 100 hp	0:01:05.5
		Barney Oldfield	Benz	

Ran under the auspices of the Ohio Valley Automobile Club at the state fairgrounds. Both Kirscher and Oldfield competed in other events

I Annual Endurance run of the Wisconsin State Automobile Association for the Milwaukee Sentinel Trophy

18th-22nd July 1910

#	Entrant	Driver	Car	Observer	Remarks
		M.C.Moore	Rambler		Pilot car. Also carried C.W.Morris.
			Peerless		Pacemaker. Carried George A.West (official referee), E.L.Halverson (chief observer), D.B.Danielson (chief checker) and Osscar F.Fischedick (technical committee).
		Knospe	Winton Six		Official car. Also carried J.V.Rohan J.E.Rohan, E.Cunningham, A.J.Horlick (mayor of Racine)

		Brad Kent	Buick 30		Physicians car. Carried Drs Fuldner and Hagerman.
			Stevens-Duryea		Official car. Carried Faustin Prinz (technical committee), James T.Drought (secretary and starter), David Beecroft (chairman of technical committee, editor of Motor Age).
1		Ted Collier	Rambler	Bals	Retired.
2		Art Gardiner	Rambler	Smith	16 pts
3		Roberslech	Badger	Fuchs	648 pts
4		Arbogast	Badger	Bliss	142 pts
5	Mitchell-Lewis Motor Co	Wilkins	Mitchell Ranger	Reeke	57 pts
6		Jones	Cadillac	Gerlach	422 pts
7		W.L.McEldowney	Jackson	Glenn O.Hitchcock	31 pts.
8	Emil Hokanson	Emil Hokanson	Buick	Bleglaar	Winner. Perfect score.
9		Fisher	Buick	Luthl	14 pts
10		Rice	Kissel Kar	Hitchcock	35 pts
11		Rice	Kissel Kar	Jamek	34 pts
12		Owen	Kissel Kar	Tofts	38 pts
14	Pierce-Racine	Lewis Strang	Pierce-Racine	Eldridge	53 pts
15		Eviston	Johnson	Kamm	42 pts
16		Benwood	Ohio	Guetzkow	488 pts
17	Emil Estberg	Estberg	Pope-Hartford	Jones	3 pts
18		Thomas	Reo	Johnson	19 pts
19		Bird	Corbin	McNaughton	106 pts
20		Hickman	Ford Model T	Melssonheimer	9 pts
21		Springer	Franklin	Bardeen	6 pts
22	Bates-Odenbrett Company	Heker	Overland	March	16 pts (Perfect road score)
23		Cheney	Staver	Hickman	Retired
24		Walto	Petrel	Mueller	38 pts
26		Browne	Marion Bobcat	Burgett	204 pts

18th July – Started from Hotel Pfister, Milwaukee. Went through Waukesha, Eagle, Palmyra, Whitewater, Janesville, Brodhead, Monroe, Albany, Brooklyn, Oregon, Madison.

22nd July – Went through Oconomowoc.

Syracuse Automobile Club Sociability Run, NY

20th July 1910 – 110 miles, for the Watson Trophy

#	Driver	Car	Time	Remarks
1	H.W.Smith	Packard	DNF	Non-contestant
2	B.E.Watson	Oldsmobile	DNF	Non-contestant
3	M.C.Smith	Amplex	5h06	
4	George E.Messer	Franklin	8h14.5	
5	H.W.Chapin	Thomas-Detroit	5h02.5	
6	P.B.Ward	Winton	6h21.5	
7	Charles Ludwig	Cadillac	5h35	
8	P.E.Peacock	Buick	6h17	
9	A.T.Brown	Packard	5h10.75	
10	H.D.Wood	Speedwell	5h25	
11	Strait & Shaw	Welch	5h36	
12	D.Millen	Buick	5h35.75	
13	R.P.Byrne	Speedwell	6h14.5	
14	J.J.Barber	Pierce-Arrow	5h39	

15	Mrs L.P.Kellogg	Buick	5h39	
16	Miss Nettie Grody	Pullman	6h02	Won women's cup.
17	Mrs H.E.Mills	Franklin	5h30	
18	G.L.Mardin	Selden	5h37.5	
19	Charles A.Smith	Oldsmobile	5h58	
20	A.M.Chase	Chase	5h45	
21	E.L.Wright	Maxwell	5h51.5	
22	A.L.Conine	Buick	5h46.5	
23	F.L.Wightman	Winton	6h10	
24	E.C.West	Stoddard-Dayton	5h59.5	
25	George J.Arnold	Cartercar	5h47	
26	Mrs J.E.Hefferman	Knox	5h43.5	
27	George J.Hessler	Franklin	6h16	
28	W.J.Latimer	Buick	6h02	
29	W.L.Brown	Interstate	DNF	Non-contestant
30	T.E.Lawless	Maxwell	6h06.75	Event winner.
31	Mrs Susan Millan	Packard	5h43.5	
32	H.H.Baker	Pullman	5h21	
33	Dr Albert Fisher	Selden	5h34	
47	C.A.Benjamin	Packard	5h21	Non-contestant
48	H.F.Smith	Franklin	6h35.5	
49	N.C.Hyde	Chalmers-Detroit	5h40.5	Non-contestant
50	F.Wilkinson	Franklin	5h45.5	Non-contestant

Route:
Syracuse-Oran-Cazenovia-Erieville-Eaton-Earlville-Sherburne-Rexford Falls.
Return via Hamilton, Pecksport, Pine Woods, Morrisville, Cazenovia, Chittenango and Fayetteville.

The winner was the person closest to the secret time set by the committee, the secret time being based on the upcoming new speed law which allowed different speed limits in towns and villages. Lawless was one minute ahead of the secret time.

Cleveland News Reliability Run, OH

21st-23rd July 1910

Route:
21st July: Cleveland-Columbus
22nd July: Columbus-Toledo
23rd July: Toledo-Cleveland

There were 32 competing cars, contesting the Cleveland News Trophy.

Milwaukee Sentinel Cup Reliability Run, WI

21st-23rd July 1910

Entrants:

#	Entrant	Car	Driver	Remarks
1		Rambler	Ted Collier	
2		Rambler		
3		Badger		
4		Badger		
5		Mitchell		
6		Cadillac		
7		Jackson		
8	Emil Hokanson	Buick Model 19	Emil Hokanson	Perfect score
9		Buick		
10		Kissel Kar		
11		Kissel Kar		
12		Kissel Kar		
14		Pierce Racine	Lewis Strang	
15		Johnson		
16		Ohio	Arthur Gardner & Ross Neuwood	
17	Emil Estberg	Pope-Hartford		3 pts, 2nd.
18		Reo		
19		Corbin		
20		Ford		

21		Franklin Model G		6 pts, 3rd.
22	Bates-Odenbratt Co	Overland	John Heber	
23		Staver		
24		Petrel		
25		Marion		

The route stopped at Merrill on the night of the 21st.

Brighton Beach Motordrome, NY

23rd July 1910

FP	#	Driver	Car	Time
10 miles				
1		C.H.Derby	Hupmobile	0:13:35.6
10 miles				
1		William Endicott	Cole 30	0:12:32.6
Match Race				
1		Ralph De Palma	Fiat	
2		George Robertson	Simplex	tyres at the start
Match Race – 5 miles, Heat 1				
1		George Robertson	Simplex	
2		Ralph De Palma	Fiat	
Match Race – 10 miles, Heat 2				
1		George Robertson	Simplex	
2		Ralph De Palma	Fiat	

Robertson thus won the match.

10 miles				
1		Louis Disbrow	Marion	0:10:55.4
2		S.E.Wishart	SPO	
3		John Juhasz	SPO	
10 miles				
1		Ralph E.Beardsley	Buick	0:10:52.4
2		Lee Lorimer	Chalmers-Detroit	
3		Lee Anderson	Midland	
5 miles – Amateur Drivers				
1		C.S.Bragg	Fiat	0:04:46.6
2		James Doig	Simplex	
3		Ralph E.Beardsley	Buick	

Bragg crashed sideways through a fence, but then put his foot on the accelerator, crashed back through the fence to regain the circuit, and proceeded to make up all of the lost time to win the race.

10 miles				
1		Ralph De Palma	Fiat	0:10:00.4
2		George Robertson	Simplex	
3		Stanley Martin	Houpt-Rockwell	
10 miles				
1		C.S.Bragg	Fiat	0:10:09.2
2		Louis Disbrow	Knox	
3		Leo Anderson	Midland	
1 hour race – For cars which have competed in 24 hour races				
1		George Robertson	Simplex	53.5 miles
2		Louis Disbrow	Marion	53 miles
3		Harry Cobe	Palmer-Singer	52 miles
4		William Endicott	Cole 30	51 miles
5		John Juhas	SPO	49 miles
6		W.C.Sperry	Croxton-Keeton	48 miles
7		Stanley Martin	Houpt-Rockwell	43 miles

Jackson, GA

26th July 1910 – 0.8 miles

FP	#	Driver	Car	Time	
Lap Times					
		Fambro	Hupmobile	0:01:06	Class A
		Summers	Empire	0:01:06.8	Class B
		G.E.Mallet	Buick	0:01:08.4	Class B
		W.H.Mallet	Buick	0:00:57.2	Class B
		Summers	Knox	0:00:56.4	Free-for-all
		Oldknow	National	0:00:44.4	Free-for-all

This was the first meeting of the Middle Georgia Automobile Association.

Minneapolis Automobile Club Reliability Run, MO

27th July 1910

The event may have started earlier. There were 19 starters, all of whom finished. There were perfect scores for Pierce Arrow, Franklin, Hudson and Halladay.

Columbus Driving Park, OH

29th-30th July 1910 – 1 mile

FP	#	Driver	Car	Time	
29th July: 25 miles					
1		Barney Oldfield	Knox	0:25:00.53	

Oldfield did 1 mile in 53s

29th July: 5 miles – Handicap					
1		Eddie Rickenbacher			
2		Barney Oldfield		0:05:15	*53s handicap*
R		Elliott	Firestone-Columbus	crash	

Elliott went through the fence but escaped with only a few bruises.

29th July: 3 miles – Exhibition					
		Ben Kirscher	Darracq	0:02:36.8	
30th July: 100 miles					
1		Lee Frayer	Firestone-Columbus	1:49:52	
2		Barney Oldfield	Knox		
		+4 others			

Atlanta Speedway, GA

30th July 1910

FP	#	Driver	Car	Time
2 miles - Time Trial, Free-for-all				
		Bill Stoddart	Fiat	0:01:34.6
	1	E.V.Church	Simplex	0:01:37.6
	26	Ernest Smith	Buick	0:01:55.8
	16	A.F.Lemon	Cadillac	0:02:07.6
6 miles - 160 ci and under				
1	6	F.A.Witt	Flanders	0:06:38.6
2		Henry Cohen	Benz	0:07:2?.2
			Benz	
	9	Jack Taylor	Fiat	
NA	12	K.T.McKinstry	Hupmobile	
NA	14	H.H.Hall	Hupmobile	
NA	8	O.A.Moran	Whiting	

10 miles – Match Race

1	22	Bill Stoddart	National	0:08:59.0
2	4	John J.Woodside Jr	Renault	0:09:24.6

12 miles – Open, 231-300 ci

1	7	E.V.Church	Pope-Hartford	0:11:52.8
2	17	M.LaHatte	Maxwell	
3	16	Jas Roach	Maxwell	
	5	R.C.Howard	Parry	
	20	H.Mullen	Columbia	

12 miles - Australian Pursuit

1	4	John J.Woodside Jr	Renault	0:11:11
2	2	John Toole	SPO	11 miles
3	26	Ernest Smith	Buick	5 miles

8 miles – Open, 161-230 ci

1	11	Henry Cohen	EMF	0:08:34.6
2	21	K.T.McKinstry	Firestone Columbus	0:08:34.8
3	24		Oakland	
4			Maxwell	
5	15	Frank Dunnell Jr	Ford	
	10	E.B.Dunham	EMF	

10 miles – Free-for-all

1	22	Bill Stoddart	Fiat	0:08:03
2	1	E.V.Church	Simplex	0:08:30.6
3	4	John J.Woodside Jr	Renault	0:09:22
	2	John Toole	SPO	
	26	Ernest Smith	Buick	
NA	8	F.H.McGill	Fiat	
NA	25	A.L.Belle Isle	Speedwell	
NA	27		National	

Open to 160 ci and under, and 161-250 ci, both classes together

160 ci and under class

1	6	F.A.Witt	Flanders	0:09:20
2	14	H.H.Hall	Hupmobile	
3	9	Jack Taylor	Fiat	

161-230ci class

1	21	K.T.McKinstry	Firestone Columbus	0:08:35
2	11	Henry Cohen	EMF	
3		Rambon	Maxwell Q	
	15	Frank Dunnell Jr	Ford	
	24		Oakland	

12 miles - Open to 231-300ci, and 301-450 ci, both classes to start together

301-450ci class

1	2	John Toole	SPO	0:12:38.4

231-300ci class

1	7	E.V.Church	Pope-Hartford	0:12:33.2
2	5	Phillips	Parry	
	17	M.LaHatte	Maxwell	
	18	James Rosch	Maxwell	

10 miles – Free-for-all

1	1	E.V.Church	Simplex	0:08:16.6
2	4	John J.Woodside Jr	Renault	0:09:15
3	2	John Toole	SPO	
R	22	Bill Stoddart	National	Steering rod
	3	F.H.McGill	Fiat	
	26	Ernest Smith	Buick	
	25	A.L.Belle Isle	Speedwell	
	27		National	

10 miles – Free-for-all, Handicap

1	21	K.T.McKinstry	Firestone Columbus	0:11:00
2			Maxwell Q	
3	4	John J.Woodside Jr	Renault	
		+5 others		

The meeting was due to be held on the 23rd, but heavy rain half an hour before the start caused the meeting to be delayed by a week.
Tragedy struck two hours before the start of the racing on the 30th, when T.B.Dial was killed. Dial was practicing in his Marmon when his car became unmanageable, destroying 100 feet of the

inside fencing and somersaulting twice. He suffered crush injuries to his head, and died 12 minutes later.
Fifteen races had been scheduled for the day, but only 11 were held, with the last four being cancelled due to darkness. This included the Championship of Atlanta for amateur drivers.

Ormond Beach, FL

31st July 1910

FP	#	Driver	Car	Time
Speed Record Attempts				
		Barney Oldfield	Lightning Benz	1 mile, 27.33s, 131.72 mph

Newport Hillclimb, IN

August 1910

FP	#	Driver	Car	Time
Hon.Joseph G.Cannon Trophy – For cars owned and driven by residents of Vermillion County, IL				
1		Allan McDonald	Chalmers 40	

McDonald entered in four events, won three and was third in the other.

Galveston, TX

3rd-5th August 1910 – beach oval, Denver Beach

FP	#	Driver	Car	Time
3rd August: 20 miles – Stripped stock chassis, 161-230 ci				
1	4	Henry Petit	Buick	0:21:42.8
2	3	George De Witt	Buick	0:22:41.5
3	2		Stoddard-Daytom	
R	5	Labadie	Hudson	transmission
NS	6	Labadie	Hudson	withdrew
NS	15		Overland	withdrew
3rd August: 30 miles – Stripped stock chassis, 301-450 ci				
1	7	J.W.Munn	National 40	0:27:57.6
2	18	H.F.Sundin	National	0:29:58.8
3	9	Hal Brinker	Interstate	
R	11	Wells	Moon	
3rd August: 20 miles – Stripped stock chassis, 231-300 ci				
1	16	Carroll	Marion Bobcat	0:21:52.0
2	10	Paul R.Plummer	Marion Bobcat	0:23:32.6
NS	6	Labadie	Hudson	withdrawn
NS	3	George De Witt	Buick	withdrawn
NS	4	Henry Petit	Buick	withdrawn
NS	11	Wells	Moon	withdrawn
NS	2	Tobin De Hymel	Stoddard-Dayton	withdrawn
NS	19		Henry	withdrawn
3rd August: 50 miles – Free-for-all				
1	8	Ben Johnson	Chadwick 60	0:42:56.8
2	17	George De Witt	Buick 16-B	0:43:23.2
3		Hal Brinker	Interstate 40	
R		Tobin De Hymel	Stoddard-Dayton 50	withdrew due to eye injury
R		Captain J.W.Munn	National 40	
R			Marion Bobcat	
4th August: 20 miles – 451-600 ci				
1	7	J.W.Munn	National 40	0:17:23.0
2	18	H.F.Sundin	National	0:18:17.4
3	1	Tobin De Hymel	Stoddard-Dayton S	
4	9	Hal Brinker	Interstate	

4th August: 10 miles (5 miles x 2 laps) – Stripped Chassis, 161-230 ci

1	2	Tobin De Hymel	Stoddard-Dayton 8	0:11:52.8
2	4	Henry Petit	Buick	0:12:01.8
3	3	George De Witt	Buick	0:12:18.8

4th August: 10 miles – Stripped stock chassis, 301-450 ci

1	7	J.W.Munn	National 40	0:08:51.6
2	18	H.F.Sundin	National	0:09:06.8
3	11	Philip Wells	Moon	

4th August: 10 miles – 231-300 ci

1	16	Carroll	Marion Bobcat	0:11:10.0
2	2	Tobin De Hymel	Stoddard-Dayton H	0:11:35.2
3	10	Paul R.Plummer	Marion Bobcat	0:12:06.6
4	11	Philip Wells	Moon	

4th August: 1 mile – Beach Record Attempt, Flying Start

1	14	Lou Zengel	Chadwick 6	0:00:40.6
2	1	Tobin De Hymel	Stoddard-Dayton	0:00:41.8
3	8	Johnson	Chadwick 6	0:00:42.6
4	17	George De Witt	Buick	0:00:44.2
5	7	J.W.Munn	National 40	0:00:45.2

5th August: 200 miles

1	1	Tobin De Hymel	Stoddard-Dayton S	3:02:22.0
2	14	Ben Johnson	Chadwick 6	3:20:21.4
3	7	J.W.Munn	National 40	3:38:33.4
4	5	Labadie	Hudson 20	13 laps
R	18	H.F.Sundin/Dustin	National	11 laps/accident
R	17	George De Witt	Buick	11 laps/accident
R	16	Paul R.Plummer	Marion	out of oil
R	8	Len Zengel	Chadwick 8	
R	10	Lee Carroll	Marion	
R	9	Hal Brinker	Interstate	3 laps/tyres
R	*20*	Clark	Marmon	
R	2	Steinhardt	Stoddard-Dayton	

De Witt and Plummer hit each other on lap 11, while Dustin had an accident on his own at the west turn on lap 11. De Witt was then hit by Carroll when in the pits, and was damaged too badly to continue. Note that the race number for Clark is an educated guess, hence the italics. Note also that the lap chart below is a best guess from the reports given.

Pos	Laps																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	14	14	14	14	14	14	7	7	14	7	14	14	14	14	14	14	14	14
3	17	8	7	7	7	7	16	17	7	14	7	7	7	7	7	7	7	7
4	7	17	17	17	16	16	10	16	17	17	17	2	5					
5	8	7	10	16	10	10	14	14	16	16	16	5						
6	18	18	16	10	17	17	17	18	18	18	2							
7	10	10	9	5	5	5	18	5	5	5	18							
8	20	16	8	18	18	18	5	2	2	2	5							
9	16	9	18	2	2	2	2											
10	9	20	5															
11	5	5	2															
12	2	2																

These races were put on as part of the cotton carnival.

Ormond Beach, FL

5th-7th August 1910 (estimated)

FP	#	Driver	Car	Time
Speed Record Attempts				
		Barney Oldfield	Lightning Benz	2 miles, 55.87s, 128.89 mph
		Barney Oldfield	Lightning Benz	1 km, 17.04s
		Walter Christie	Christie FWD	1 mile, 30.29s, 118.46 mph
1 mile - Stock car race				
1		Barney Oldfield	Knox	40.35s

10 miles - Free For All

1		Knox	8m24.6
2		Chalmers 40 hp	

10 miles - Handicap

1		Chalmers	12m12
2		Pope-Hartford	

7th August: 1 mile speed trial

	Barney Oldfield	Lightning Benz	27.88s
		Darracq	37.24
	Walter Christie	Christie	33.15

7th August: 10 miles - Stock cars, 161-230 inch piston displacement

1	Hart	Buick	12m53, 46.27 mph
2		Hudson	

7th August: 10 miles - Handicap

1	Kirscher	Darracq	7m21
2	Barney Oldfield	Knox	

7th August: 10 miles - Handicap

1	Altman	Hudson	12m45
2	Barney Oldfield	Knox	
3	Kirscher	Darracq	

Point Breeze, PA

6th August 1910

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Barney Oldfield	Benz 200 hp	0:01:00.0
		Barney Oldfield	Benz 200 hp	0:00:59.6

Run by the Quaker City Motor Club, the meeting also featured an open 6 hour race for stock chassis. There were seven events held.

Marshall, MI

9th August 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
2.5 miles				
1		Harry Clark	Buick	0:04:43.5
3 miles				
1		Fred Ellis	Jackson	0:04:44

These races were part of the 4th Annual Harvest Festival.

Long Island Reliability Run of the Brooklyn Motor Vehicle Dealers' Association, LI

9th-10th August 1910

Won by a Crawford.

Spirit Lake, IA

11th August 1910

FP	#	Driver	Car	Time
4 miles				
1		John Stockslager	Cole 30	

2 Royce Mitchell Thomas 60

Part of the A.O.U.W. Picnic celebrations

Munsey Tour

16th-27th August 1910 – Philadelphia-Washington DC: 1550 miles

#	Driver	Car	Remarks
2	G.M.Wagner	Columbia	Perfect score.
5	A.Gary Carter	Washington	Perfect score.
6	W.D.Arrison	Washington	Perfect score.
8	Charles E.Miller	Ford	Perfect score.
9		Elmore	Disqualified – failed to file a maker's certificate with the AAA. Entered by Frank Hardart.
11	A.T.Bailey	Corbin	Perfect score.
13		Brush	
14	D.E.McCoy	Brush	Perfect score.
15	A.W.La Roches	Regal Plugger	Retired.
16	Lewis Strang	Pierce Racine	
17	Harry Frisch	Enger	Perfect score.
18	Frank Lamar	Great Western	
19		KRIT	
21		Ohio	
22	Walter Donnelly	Cino	Perfect score.
23		Staver-Chicago	
24	L.H.Shaab	Stoddard-Dayton	A.N.Swallow was the observer. Perfect score.
25	Harry E.Walls	Maxwell	Perfect score.
26		Maxwell	Retired.
27	A.A.Miller/Walter Scoot	Crawford	
28		Glide	Retired.
29		Interstate	
30		Ford	
31	C.C.Farman	Kline	Perfect score.
33	D.A.Hall	Matheson	J.A.Petty was the observer. Perfect score.
34	Forest H.Peabody/James Cherry	Ford	Perfect score. Entered by Charles E.Fay.
		Warren-Detroit	Retired.
		Moon	
		Rapid truck	
		EMF	Pilot Car
		Selden	Pilot Car
		Columbia	Pacemaker
		Brush	Official car
		Thomas	Official car
		EMF	Official car

16th August – Philadelphia-West Point, NY: 160.2 miles
Went through Trenton and Morristown, NJ.

17th August – West Point-New London, CT: 107.8 miles

18th August – New London-Providence-Boston: 117.2 miles

19th August – Boston-Portland,NH: 140.8 miles
The #23 Staver-Chicago was penalised 169 points for lateness at controls due to time spent repairing its rear differential and a broken spring. The #29 Interstate was penalised 62 points for work on its transmission gear.

20th August – Portland-Bethlehem, NH: 122.7 miles

21st August – Rest Day

22nd August – Bethlehem-Burlington, BT: 102.8 miles
Route took the tourists to Burlington, VT, where they had to cross Lake Champlain. There wasn't a boat big enough to take all of the contestants over in one go, so half were ferried over in the evening, with the rest to be taken over at 5am the next day/

Frank Lamar crashed into a covered bridge at Waterbury when he swerved to avoid striking the carriage of Mrs Fred Jewett, removing one of his front wheels. Although out of the competition, Lamar stated that he would rejoin the tour later.

23rd August – Burlington-Saratoga, NY: 200.5 miles
Went via Cooperstown.

24th August – Saratoga-Binghamton, NY: 184.7 miles
The #28 Glide suffered a broken crankshaft bearing, but with none to replace it, the car was withdrawn.

25th August – Binghamton-Wilkes Barre, PA: 98.5 miles

26th August – Wilkes Barre-Harrisburg, PA: 115.8 miles
The #15 Regal retired after breaking a second leaf spring near Bloomsburg - it continued as a non-contestant. The #21 Ohio was penalised five points for ignition and carburettor problems. The #16 Pierce as penalised 12 points for replacing a spring bolt. The Warren-Detroit also broke down.

27th August – Harrisburg-Washington, DC: 158.8 miles

Adams County Fairgrounds, Corning, IA

18th August 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles				
1		Dr Hawley		
2		Lyle Wheeler		

This was one event in a series of events which made up the Old Soldiers' Reunion Sports Day.

Hawkinsville, GA

18th August 1910 – 1 mile street course

FP	#	Driver	Car	Time
Cars costing $700 or under				
1		F.M.Etheridge	Maxwell	0:01:14.75
		F.H.Herman	Brush	
		W.W.Taylor	Brush	
Cars costing $701-$1200				
1		M.Thompson	Maxwell Z	0:01:01
		E.C.Brown	Buick	
		O.F.Pazon	Hupmobile	
		W.H.Mallet	Buick 10	
		Lee Mathews	Hupmobile	
Cars costing $1651-$2250				
1		J.T.Coleman	Buick 16	0:00:54.75
		C.W.Brantly	White gasoline	
		D.B.Ware	Buick 16	
Free-for-all				
1		J.H.Pitts	National 40	0:00:45
		J.T.Coleman	Buick 16	
		H.J.Lamar	Oldsomobile 60	
		H.K.Burns	National	
		D.B.Ware	Buick 16	
		M.Thompson	Maxwell Z	
		W.H.Mallet	Buick 10	

This was the second meet of the Middle Georgia Automobile Association.

Richfield, UT

18th August 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
1.5 miles				
1			Buick	
2		Billy Davis	Chalmers-Detroit	
3		Dr Steiner	Overland	2 laps/mechanical

This was the first dedicated motor-race meeting held outside of Salt Lake in Utah – all previous auto races outside of the capital had been as special events within fairs. Motorcycle races were also held.

Brighton Beach Motordrome, NY

19th-20th August 1910 – 24 Hour Race

FP	#	Driver	Car	Time
1	5	Cyrus Patschke/Al Poole	Stearns	1253 miles
2	8	Charles Basle/C.P.Whalen	Matheson	1178 miles
3	4	Stan Martin	Houpt-Rockwell	965 miles
4	6	William Endicott/Lewis Edwards	Cole	905 miles
R	3	Wally Owen/M.H.Basle	Marion	accident
R	7	L.Anderson/Joe Taylor	Midland	
R	2	Noel Trecker/Harry Cobe	Allen-Kingston	
NS				
NS				

Wally Owen's car overturned after crashing into the fence due to suspected faulty steering gear. Owen suffered cuts to the hands and head, and his mechanician Williams was knocked unconscious.

Greenville, TX

20th August 1910

FP	#	Driver	Car	Time
1 mile – Time Trial				
		George De Witt	Buick 16	0:01:17
5 miles – Cars costing $600-$1250				
1		Beall	Buick 10	0:07:21
2		Thurmond	Jackson 30	
R			Maxwell	7 laps
5 miles – Exhibition				
		George De Witt	Buick 16	0:06:46
		George De Witt	Buick 10	0:06:48
5 miles – Time Trial				
		George De Witt	Buick 16	0:06:56.75
		George De Witt	Buick 10	0:07:42
5 miles – Free-for-all, Town Cars				
1			Jackson 30	0:09:41.5
2			EMF 36	0:09:59.5
3			Maxwell 10	0:10:01.5

Held by the North Texas Fair Association.

Northern Iowa Endurance Run, IA

20th-21st August 1910 (estimated)

A Ford Model T achieved a perfect score, the only car costing less than $3000 to do so.

Frontier Park, Cheyenne, WY

23rd August 1910 – 200 miles (4.0 miles x 50 laps)

FP	#	Driver	Car	Time
1		Harry Bell	Apperson 50	2:58:28

There were five other entries, all of whom retired. The race was part of the Cheyenne frontier celebrations.

Omaha Motor Club Endurance Run, NE

24th-26th August 1910

Entrants:

#	Entrant	Car	Driver	Remarks
1		Chalmers 30	H.E.Frederickson	
2		Buick 10	H.E.Ouderkirk	
3		Buick 19	A.L.Stanlew	
4		Buick 17	A.B.Cameron	
5		Buick	M.C.Duggan	
6		Maxwell	R.A.Doty	
7		Maxwell demitonneau	L.E.Doty	
8		Columbia	William Hall	
9		Kissel Kar	Arthur Ove	
10		Velie	F.H.Schumacher	
11		Midland toy tonneau	C.H.Carney & W.E.Nutting	
12		White	E.E.Mockett	
13		Franklin D	Guy L.Smith & B.C.Russell	
15		Hupmobile	W.F.Huffman	
16		Cole	Fay Knott	
17		Ford	J.M.Monnach	
18		Stoddard Courier	A.Merrill	
19		Frayer-Miller-Touton truck		
20		Ford	Max Gottberg	
21		Chalmers 30	Walter Smith	
22		Chalmers 30	Dr D.C.Soakup & J.Rachman	
24		Chalmers 30	E.H.Sprague & John Parkhurst	
25		Chalmers 30	Miss Bessie Amos & Miss Chelsea Jones	
		Velie 40	C.Mickell, E.Uhlig & H.H.Wooten	Pacemaker car
		Kissel Kar	H.W.Hotzinger	Official car. Also carried Ole Hibner, H.Wilson & O.C.Beck.

24th August – Omaha, Iowa, Red Oak, Shenandoah, Hamburg, Nebraska City, Lincoln.
Two entrants withdrew due to accidents.

25th August – Lincoln, Friend, Harvard, Hastings, Kearney: 158 miles

26th August – Kearney, Grand Island, Columbus, Fremont, Omaha City.

The American Automobile Association did not sanction this event before it took place, so immediately on completion all of the competitors and dealers who took part were black-listed. The fee to the AAA was paid after the event by W.J.Kirkland, secretary of the Omaha Motor Club, and all competitors were removed from the list.

Fox River Trophy, IL

26th August 1910 - Elgin: 135.57 miles (8.094 miles x 16 laps)

FP	#	Driver	Car	Time
1		Hearne	Benz	2:39:40.35
2		Miller	Warren-Detroit	2:56:11.52
3		Monkmeir	Staver-Chicago	3:01:05.57
		Cheney	Staver-Chicago	
		William Endicott	Cole	
DQ		Ned Crane	Staver-Chicago	15 laps
R		Matson		80 miles/broken frame

Crane was disqualified on the 15th lap as Grant, his mechanician, had failed to look behind him, causing Greiner in a National to swerve violently to avoid hitting him. This race was run concurrently with the Kane County Trophy and the Illinois Trophy races.

Fort Wayne Driving Park, IN

29th August 1910 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Barney Oldfield	Benz	0:00:53.5

Ben Kerscher also competed. The first race of the day was a stock car handicap.

Gurley Track, Waco, TX

29th-31st August 1910

FP	#	Driver	Car	Time
29th August: 5 miles				
1		Malone	Buick	0:08:12.5
2		Sappington	Maxwell	
29th August: 10 miles				
1		George De Witt	Buick	0:13:43.2
		no other finishers		
29th August: 15 miles – Free-for-all				
1		Tone	Jackson	0:17:10
2		Malone	Packard Gray Wolf	
3		McCulloch	Buick	
29th August: 1 mile – Time Trial				
1		George De Witt	Buick	0:01:10
30th August				
1		George De Witt	Buick 10	
2		Malone	Buick 10	
3		Russell	Buick 10	
30th August				
1		Malone	Buick 10	
		George De Witt	Buick 10	
		Russell	Buick 10	
		Sappington	Maxwell Sportsman	
30th August: 25 miles				
1		Jackson		
		Welch	Interstate	accident
R	8	George De Witt	Buick	accident
R	4	McCulloch	Buick	accident

Race was awarded to Jackson after all cars were damaged in an accident. Welch's mechanician Chapman was injured in the accident, and Welch himself suffered concussion. The accident was caused by excessive dust (the track not having been damped down), causing De Witt to hit the fence, and as the other cars backed up they hit each other.

31st August: 2 miles – Time Trial				
		Tone	Jackson	0:02:20
31st August: 5.25 miles				
1		Russell	Buick	0:06:48.6
2		Malone	Buick	
31st August: 2 miles – Time Trial				
		Russell	Buick	0:02:31
31st August: 25 miles				
1		Malone	Buick	0:31:59
2		Russell	Buick	

Naylor's Hill, DC

30th August 1910 – 0.7 mile hillclimb, Randle Highlands

FP	#	Driver	Car	Time
Cars costing $800 and under				
1	3	T.W.Cadick	KRIT	0:01:31.5
2	1	H.C.Hamilton	Hupmobile	0:01:39.0
3	23	H.Crittenden	KRIT	0:01:40.0
4	2	Bert Robinson	Maxwell	0:01:52.3
5	19	Brown	Hupmobile	0:02:00.0
Cars costing $801-$1200				
1	5	Tom Berger	Warren-Detroit	0:01:03.4
2	8	Howard Bauer	Oakland	0:01:20.0
3	7	Charles E.Miller	Ford	0:01:24.0
4	6	E.J.Drake	Ford	0:03:00.0
Cars costing $1201-$1600				
1	9	Ward Angle	Buick 18	0:01:09.2
2	14	I.C.Barber	Parry	0:01:11.0
3	13	George C.Wells	Warren-Detroit	0:01:11.0
4	11	A.Llano	Petrel	0:01:17.4
5	10	Bowles	Warren-Detroit	0:01:21.0
6	12	A.La Roche	Regal	0:01:25.0
Cars costing $1601-$2000				
1	20	Willis Cronkhite	Buick	0:01:02.1
2	21	Howard Bauer	Oakland	0:01:02.3
3	17	G.G.Hamner	Buick	0:01:07.0
4	22	J.Orme	Apperson	0:01:13.2
5	15	Griffin Halstead	Buick 16	0:01:18.0
6	18	J.J.Fister	Apperson	0:01:19.0
7		E.Hammerly	Apperson	0:01:21.2
NS			Washington	
NS			Washington	

Both Washington's had just completed the Munsey run and were not released until the night of the 29th by the referee, too late to test them on the hill.

Cars costing $2001-$3000				
1	25	W.B.McBurney	Matheson	0:01:08.3
2	26	R.A.Klock	Columbia	0:01:20.0
Cars costing $3001-$4000				
1	28	W.B.McBurney	Matheson	0:00:58.0
2		F.L.Lescault	Palmer-Singer	0:01:02.0
3		A.D.Hall	Matheson	0:01:07.2
Free-for-all				
1	41	B.Ted Johnston	Buick Model 16	0:00:49.2
2	39	Henry Sanjen	Matheson 4	0:00:53.0
3	40	W.H.McBurney	Matheson	0:00:53.2
4	42	F.L.Lescault	Palmer-Singer	0:01:01.4

The course featured five turns over an average gradient of 12%. It was run by the Automobile Club of Washington.

III Kansas City Star Trophy Reliability Run

30th August-7th September 1910 – 1565 miles

Route:
30th August – Kansas City-Newton: 213 miles
31st August – Newton-Dodge City: 186 miles
1st September – Dodge City-La Junta: 220 miles
2nd September – La Junta-Trinidad: 151 miles
3rd September – Trinidad-Colorado Springs: 135 miles
4th September – Rest Day.
5th September – Colorado Springs-Sharon Springs: 208 miles

5th September – Sharon Springs-Wilson: 200 miles
6th September – Wilson-Topeka: 190 miles
7th September – Topeka-Kansas City: 67 miles

Contestants were split into two divisions, one for private owners, and the other for motor dealers. There were 31 competing cars, including Wallace Coleman in a Case, a Buick (#16), and a Reo.
On the 12th September, the Buick was declared the winner, and was awarded a silver cup valued at $500. However, the result was protested to the AAA, as the Reo stock car had the best result by time and final score, but it suffered a technical problem. The result of the appeal to the AAA is not known.

Indianapolis, IN

3rd-5th September 1910

FP	#	Driver	Car	Time	
3rd September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 451-600 ci					
1	9	Howard Wilcox	National	0:04:06.75, 72.948 mph	
2	18	Arthur Greiner	National	0:04:07:51	
3	11	Charles Merz	National	0:04:18.10	
4	14	Charles Basle	Matheson	0:04:19.79	
3rd September: 10 miles (2.5 miles x 4 laps) – Free-For-All, IMS Helmet					
1	3	Eddie Hearne	Benz	0:07:03.41, 85.024 mph	
2	7	Charles Merz	National	0:07:47.05	
3	2	Ralph DePalma	Fiat Cyclone	0:08:02.52	
4	8	John Aitken	National	0:08:06.12	
5	14	Charles Basle	Matheson	0:08:24.94	
3rd September: 5 miles (2.5 miles x 2 laps) – Free-For-All, Handicap					
1	6	Louis Edmunds	Cole	0:05:01.50	0.16 sec Handicap
2	14	Charles Basle	Matheson	0:05:16.74	1.04 sec Handicap
3	24	Fred Clemens	McFarlan	0:05:20.51	0.16 sec Handicap
4	27	Harry Knight	Westcott	0:05:23.30	1.04 sec Handicap
5	29	Ralph Ireland	Midland	0:05:26.01	0.34 sec Handicap
6	25	Hughie Hughes	Parry	0:05:29.35	0.34 sec Handicap
7	34	William Fritsch	Cino	0:05:32.88	0.34 sec Handicap
8	18	Arthur Greiner	National	0:05:35.21	1.24 sec Handicap
9	37	Harry Endicott	Great Western	0:05:36.24	0.44 sec Handicap
10	33	William Endicott	Cole	0:05:38.94	0.16 sec Handicap
11	28	Ed Stinson	Black Crow	0:05:42.94	0.44 sec Handicap
12	11	Charles Merz	National	0:05:46.21	1.24 sec Handicap
13	19	Emmons	Herreshoff	0:05:48.74	0.00 sec Handicap
14	21	Smith	Herreshoff	0:05:50.85	0.00 sec Handicap
15	23	Winfield Barndollar	McFarlan	0:06:03.32	0.16 sec Handicap
3rd September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, under 160 ci					
1	19	Emmons	Herreshoff	0:06:20.47, 47.310 mph	
2	21	McCormick	Herreshoff	0:06:21.19	
3	20	Smith	Herreshoff	0:08:04.80	
3rd September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 161-230 ci					
1	6	Louis Edmunds	Cole	0:05:05.5, 58.92 mph	
2	17	Keifer	Staver-Chicago	0:05:07.20	
3	33	William Endicott	Cole	0:05:07.79	
4	35	Olin	Hudson	1 lap/Out	
3rd September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 231-300 ci					
1	26	Ray Harroun	Marmon	0:04:35.60, 65.310 mph	
2	15	Billy Pearce	Falcar	0:04:35.95	
3	16	Frank Gelnaw	Falcar	0:04:41.49	
4	22	Joe Dawson	Marmon	0:04:41.85	
5	37	Harry Endicott	Great Western	0:04:50.56	
6	34	William Fritsch	Cino	0:04:56.54	
7	24	Fred Clemens	McFarlan	0:04:58.24	
8	23	Winfield Barndollar	McFarlan	0:05:08.12	
3rd September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 301-450 ci					
1	9	John Aitken	National 40	0:04:05.97, 73.180 mph	
2	10	Joe Dawson	Marmon	0:04:07:56	
3	18	Arthur Greiner	National	0:04:14.97	
4	11	Charles Merz	National	0:04:15.37	

5	5	W.F. "Jap" Clemens	Speedwell	0:04:17.31
6	15	Billy Pearce	Falcar	0:04:22.91
7	16	Frank Gelnaw	Falcar	0:04:41.50
8	29	Ralph Ireland	Midland	0:04:52.54
9	31	Lee Frayer	Firestone-Columbus	0:04:59.14

3rd September: 1 mile Time Trials

	1	Ralph DePalma	Fiat	0:00:38.64, 93.168 mph
	2	Ralph DePalma	Fiat	0:00:40.20, 89.552 mph

5th September: 5 miles (2.5 miles x 2 laps) - Handicap

1	23	Winfield Barndollar	McFarlan	0:05:08.32	0:50 Handicap
2	30	Lee Frayer	Firestone-Columbus	0:05:09.65	0:40 Handicap
3	24	Fred Clemens	McFarlan	0:05:14.00	0.20 Handicap
4	6	Louis Edmunds	Cole	0:05:14.00	0:35 Handicap
5	25	Hughie Hughes	Parry	0:05:14.30	0:40 Handicap
6	5	W.F. "Jap" Clemens	Speedwell	0:05:19.00	0:10 Handicap
7	33	William Endicott	Cole	0:05:19.35	0:40 Handicap
8	14	Charles Basle	Matheson	0:05:19.68	0:10 Handicap
9	18	Arthur Greiner	National	0:05:23.20	0:00 Handicap
10	11	Charles Merz	National	0:05:28.40	0:00 Handicap
11	19	Emmons	Herreshoff	0:05:33.37	1:10 Handicap
12	16	Frank Gelnaw	Falcar	0:05:35.42	0:25 Handicap
13	37	Kiefer	Staver-Chicago	0:05:37.37	0:25 Handicap
14	28	Ed Stinson	Black Crow	0:05:37.90	0:35 Handicap
15	34	William Fritsch	Cino	0:05:40.93	0:35 Handicap
16	29	Ralph Ireland	Midland	0:05:41.35	0:35 Handicap
17	21	Smith	Herreshoff		1:10 Handicap

5th September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 160 ci and under

1	19	Emmons	Herreshoff	0:06:01.33
2	21	Smith	Herreshoff	0:06:01.75
3	20	McCormick	Herreshoff	1 lap/Out

5th September: 10 miles (2.5 miles x 4 laps) – Stock Chassis, 451-600 ci

1	1	Ralph DePalma	Fiat Cyclone	0:06:48.30, 88.170 mph
2	3	Eddie Hearne	Benz	0:06:48.33
3	32	Ray Harroun	Marmon	0:07:59.60
4	7	Charles Merz	National	0:08:00.37
5	14	Charles Basle	Matheson	0:08:25.14
6	9	John Aitken	National	1 lap/Out

5th September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 161-230 ci

1	30	Lee Frayer	Firestone-Columbus	0:04:47.87, 62.528 mph
2	33	William Endicott	Cole	0:04:50.41
3	17	Kiefer	Staver-Chicago	0:05:07.48

5th September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 231-300 ci

1	26	Ray Harroun	Marmon	0:04:38.27, 64.685 mph
2	15	Billy Pearce	Falcar	0:04:39.76
3	16	Frank Gelnaw	Falcar	0:04:45.20
4	23	Winfield Barndollar	McFarlan	0:04:45.23
5	24	Fred Clemens	McFarlan	0:04:54.94
6	37	Harry Endicott	Great Western	0:04:59.87
7	34	William Fritsch	Cino	0:05:01.27
8	25	Hughie Hughes	Parry	0:05:15.49
9	22	Joe Dawson	Marmon	1 lap/Out

5th September: 5 miles (2.5 miles x 2 laps) – Stock Chassis, 301-450 ci

1	9	John Aitken	National	0:04:10.22, 71.937 mph
2	10	Joe Dawson	Marmon	0:04:10.56
3	18	Arthur Greiner	National	0:04:10.90
4	4	Ray Harroun	Marmon	0:04:11.15
5	5	W.F. "Jap" Clemens	Speedwell	0:04:17.85
6	16	Frank Gelnaw	Falcar	0:04:39.68
7	31	Lee Frayer	Firestone-Columbus	0:04:42.07
8	15	Billy Pearce	Falcar	0:04:51.85
9	11	Charles Merz	National	1 lap/Out
10	29	Ralph Ireland	Midland	1 lap/Out

5th September: 5 miles (2.5 miles x 2 laps) – Free-For-All

1	9	Howard Wilcox	National	0:04:09.89, 72.032 mph
2	14	Charles Basle	Matheson	0:04:16.08
3	11	Charles Merz	National	0:04:16.54
4	18	Arthur Greiner	National	0:04:17.68

Brighton Beach Motordrome, NY

3rd-5th September 1910

FP	#	Driver	Car	Time
3rd September				
All races were postponed to Monday due to rain.				
5th September: 1 mile – Time Trial				
		Barney Oldfield	Benz	0:00:50.4
		Barney Oldfield	Benz	0:00:50.8
		Barney Oldfield	Benz	0:00:49.8
		Ben Kirscher	Darracq	
		George Robertson	Simplex	
This was timed on stop watches. However, the AAA refused to allow this as a mile record because all records must be timed by an automatic electric or mechanical device.				
5th September: 10 miles – Stripped Chassis, 300 ci and under				
1		E.H.Sherwood	Mercer	0:10:46.8
2		M.P.Betts	SPO	
		no other starters		
5th September: 10 miles – Stripped Chassis, 600 ci and under				
1		George Robertson	Simplex	0:10:13.2
2		Ben Kirscher	Darracq	
5th September: 1 hour race, Race 1				
1	2	George Robertson	Simplex	59.5 miles
2		Ben Kirscher	Darracq	51 miles
3		Howard	Isotta	48 miles
R		Barney Oldfield	Knox	40 miles/mechanical
5th September: 1 hour race – Stripped Chassis, 600 ci and under				
1	2	George Robertson	Simplex	55 miles
2		Ormsby	Allen Kingston	48 miles
3		Sherwood	Mercer	35 miles
NS		Barney Oldfield	Knox	mechanical
5th September: 10 miles, Open				
1		George Robertson	Simplex	0:10:09.2
NS		Barney Oldfield	Knox	mechanical
		No other starters		

Coshocton, OH

5th September 1910 – ½ mile oval

FP	#	Driver	Car	Time
2.5 miles				
1		George Johnson	Oakland	0:04:45
2		Joseph Barnes	Oakland	
0.5 miles – Time Trial				
		Joseph Barnes	Oakland	0:00:45
Part of the Labor Day celebrations.				

Marion, IA

5th September 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time
10 miles – Free-for-all				
1	9	Meredith	Hudson	0:17:20
2	11	Hamilton	Ford	
R	4	A.Long	Buick	

E.L.Steinhauer skidded his Buick during practice and went through the fence - he was badly hurt.

Sable Motor Speedway, CO

5th September 1910 – 3.33 miles

FP	#	Driver	Car	Time
3 hour race - $1000 prize				
1		Harry Ball	Apperson	166.66 miles
2		Harold Brinker	Renault	153.33 miles
3		J.McDonald	Thomas	143.33 miles

Fastest Lap: McDonald, 3m07s on lap 7

Located 7 miles east of Denver.

Milford Fairgrounds, IA

9th September 1910 – Dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Snyder	Buick 16	
2		Grant Donaldson	Buick 16	
3		Harry Simpson	Chalmers 30	
R		Lou Donaldson	Buick 10	threw left rear tyre

Part of the Milford Fair.

Minnesota State Fairgrouds, MN

10th September 1910 – Milwaukee

FP	#	Driver	Car	Time
1 mile - Record Attempt				
		Barney Oldfield	Benz	0:00:49.25
		Ralph De Palma		0:00:49.35
		Kirschner		0:00:49.75
		Bob Burman		0:00:50.61
5 miles (1 mile x 5 laps) - Free-For-All				
1		N.M.Harford	Velie 40	0:05:57
		Barney Oldfield	Knox	

There were seven other events held before the above race. There were 11 other cars in the Free-For-All event.

Omaha Speedway, NE/IA

11th September 1910

In a 25 mile race, Floyd Doherty was thrown to the grounds and was severely hurt when the exhaust pipe of his car became detached and fell into the drive chain, locking the rear axle and causing the car to come to a sudden stop. No other results are known.

Algonquin, IL

16th September 1910 – Hillclimb

Jayne's Hill				
1		Eddie Hearne	Benz	0:00:17.4

Philip's Hill

1	Arthur Greiner	National	0:00:39.8

New York State Fair, NY

17th September 1910 – 1 mile dirt oval, Syracuse

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Ralph De Palma	Fiat	0:00:48.92
5 miles – Record Attempt				
		Ralph De Palma	Fiat	0:04:11.8
5 miles – 300ci and under				
1		John Juhasz	SPO	0:05:28.92
2		E.H.Sherwood	Mercer	
3		Ellery Wright	Maxwell	
10 miles – 301-450 ci				
1		W.King Smith	National	0:10:10.76
2		Louis Disbrow	National	
3		Harry Endicott	Velie	
10 miles – Special race for Syracuse dealers, cars driven by Syracuse residents				
1		W.King Smith	National	0:12:49.50
2		Roy Hawkins	Simplex	
3		Charles Rollins	National	
10 miles – Free-for-all Handicap				
1		Frank Kulick	Ford	0:11:19.73
2		Richard Gleason	National	
3		E.H.Sherwood	Mercer	
5 miles – Free-for-all				
1		Ralph De Palma	Fiat	0:04:24.15
2		Frank Kulick	Ford	
3		George Robertson	Knox	
10 miles – Free-for-all				
1		Ralph De Palma	Fiat	0:08:50.11
2		Frank Kulick	Ford	
3		Charles Rollins	National	
25 miles – 450ci and under				
1		Richard Gleason	National	0:09:57.26
2		John Juhasz	SPO	
3		Louis Disbrow	National	

Race reduced to 10 miles due to the onset of darkness.

George Robertson broke the crankshaft of his Simplex in the morning, but drove a Knox during the races.

Toledo, OH

17th September 1910 – ½ mile dirt oval

FP	#	Driver	Car	Time	
1 mile – Record Attempt					
		Barney Oldfield	Benz	0:01:04.8	
2 miles – Handicap					
1		Jacob Meisinger	EMF 30	0:02:24	*0.25 mile handicap*
2		Barney Oldfield	Benz	0:02:27	
2 miles – Handicap					
		Ben Kirscher	Darracq	0:02:20	

This was two seconds faster than the track record.

Little Glidden Tour, IO

21st-22nd September 1910

Entrants:

#	Entrant	Car	Driver	Remarks
			S.T.Morrison	
			E.R.Thatcher	
			A.A.Welt	
			Ed Craig	
			Frank Stimmel	
			Oscar Stimmel	
			W.H.Donovan	
			W.Hughes	
			Lue Rohne	
			R.L.Parsons	
			W.D.Cannon Jr	
			F.C.Carson	
			W.M.Carson	
		Reo	O.H.Carpenter	38 pts, Winner
			John W.McCollister	
			R.R.Shellady	
			A.B.Graham	
			Charles S.Wren	
			Martin Hoffman	
			Will Englert	
			Harry DeForest	
			Fred Cochran Jr	
			Mr Bolte	
			Charles McMillan	
			Otha Reeves	
			S.W.Schnoeblen	
			Ed McCollister	
			F.N.Freyder	
			Harry Grabein	49 pts, 2nd.

Route: Starting on the university campus, then to West Branch, Springdale, Rochester, Tipton, Mechanicsville, Anamosa, Marion, Mt Vernon, Solon, Iowa.

Ran under the auspices of the Iowa City Automobile Club.

Buffalo Endurance Run, NY

22nd-23rd September 1910 (estimated): 800 miles

Two Pullman K's tied for 1st in class – both had perfect scores.

Emmett County Fairgrounds, Petoskey, MI

23rd September 1910

Howard Truesdale, 13 yrs old, was struck by a racing car when he tried to cross the track in front of two cars – he was hit by the second one, and injured so severely that it was thought that he would die from his injuries. No results from the races are known.

Belmont Driving Club, PA

24th September 1910 – Narberth, nr Pennsylvania. Dirt oval.

FP	#	Driver	Car	Time
10 miles				
1		Ralph De Palma	Fiat	0:08:31.2

This exhibition was run by the Morristown Automobile Club.

This run was advertised as a record for a circular track, and when put on the Reuters news wire made it as far as London, where the news was published in The Times. This claim elicited the following response from Major Lindsay Lloyd, Clerk of the Course at Brooklands, published on the 27th September:
"I notice in your columns this morning a statement headed 'Racing in America', which states that 'Ralph de Palma today drove a Fiat racing car 10 miles in 8m31.2. This a 'record' for a circular track – Reuter'. I would point out to you that this is very far from being a record for a circular track: the corresponding speed for the above time and distance is 70.24 miles per hour, and this has very frequently been exceeded during official trials at the Brooklands motor track.
In fact, all long-distance class records at Brooklands (27.75 miles from a standing start) are held at speeds very much higher than that quoted in this morning's paper, and I think it only fair to our British cars running on an English track that this correction should be given prominence to."

Milwaukee State Fairgrounds, WI

27th September 1910

FP	#	Driver	Car	Time
10 miles – 231-450 ci				
1		Fahr	Buick	0:09:54.4
2		Kent	Buick	
3		Hughes	FAL	
10 miles – Class C, up to 230 ci				
1		Fahr	Buick	0:10:31.6
2		Borsch	Warren-Detroit	
10 miles – Handicap, 600 ci				
1		Nelson	Pope-Hartford	0:10:20
2		Hughes	FAL	
3		Borsch	Warren-Detroit	
25 miles				
1		Barney Oldfield	Knox	0:23:47
1 hour race – 231-260 ci				
1		Barney Oldfield	Knox	60.5 miles
2		Nelson	Pope-Hartford	
3		Fahr	Buick	
4		Borsch	Warren-Detroit	
5		Fisher	Buick	
6		Hughes	FAL	
7		Kent	Buick	

Springfield Fairgrounds, IL

1st-3rd October 1910

FP	#	Driver	Car	Time
1st October: 20 miles				
		Barney Oldfield		
R		Larue Vredenburgh	Stoddard-Dayton	fatal accident

Vredenburgh crashed through the fence and was almost decapitated on around lap 7. The rest of the races were called off. Oldfield had been leading at the time of the accident.

3rd October: 3 miles				
		Ben Kirscher	Darracq	0:02:47
3rd October: 1 mile				
		Barney Oldfield	Benz	0:00:54

San Angelo Fairgrounds, TX

5th-7th October 1910

FP	#	Driver	Car	Time	
5th October: 5 miles - Handicap					
1		E.H.Labadie	Hudson	0:06:06.5	*18.66s handicap*
2		Carl Reeves	EMF		
3		Skeet Hall	Marion		
6th October: 10 miles – Handicap					
1	19	Johnson	Buick	0:12:12.75	
2		E.H.Labadie	Hudson	0:12:46	
3	10	Pete Logan	Buick		
4		Skeet Hall	Marion		
7th October: 15 miles – Handicap					
1		E.H.Labadie	Hudson		
2		Aycock	Maxwell		
3		Skeet Hall	Marion		

Des Moines Fairgrounds, IO

7th October 1910

J.L.Meredith of Mason City, proprietor of the Meredith Automobile Company, driving a Hudson, was killed, and J.Wallace of Des Moines, driving a Reo, was perhaps fatally injured when their cars ran into each other on a curve during the 15 mile auto race, the last one of the day. Both cars hit a curve at the same time, and met at an angle completely demolishing both cars. Meredith's wife witnessed the accident from the grand stand. Thomas Smith and his mechanician F.O.Tukey, who were trailing the two cars, avoided smashing into the wreckage by steering their car into the fence, which was crowded with spectators. No-one was badly hurt.

Springfield, IL

7th-8th October 1910

Conflict broke out on the 8th when horsemen prevented Barney Oldfield appearing for the scheduled trials against speed records on a dirt track, the dispute being between the promoters and managers of horse racing. Oldfield was ready to start with his Benz when the horsemen went to the track. J.S.Hopkins, superintendent of speed and in charge of the track notified Oldfield's manager that he would not give up the track to automobiles. The horsemen declared that "it is a fight for supremacy and that unless a stop is put to exhibition of automobiles on fair ground tracks horse racing will suffer seriously."
The horsemen tried to prevent Oldfield's appearance on the 7th, but Governor Deneen requested that Oldfield be allowed to drive his car, and three minutes were allowed for him to perform his speed trials.

Fairmount Park, PA

8th October 1910 – 202.5 miles (8.1 miles x 25 laps)

FP	#	C	Driver	Car	Time	
1	12	6	Len Zengle	Chadwick	3:29:07.88	Won division 6
2	4	5	Ralph Mulford	Lozier	3:29:13.30	Won division 5
3	29	5	Tobin De Hymel	Stoddard-Dayton	3:37:04.95	
4	3	4	John Aitken	National	3:42:20.75	Won division 4
5	20	5	W.G.Jagersberger	Mercedes		
6	14	4	Harry Cobe	Jackson		
7	23	4	Harry C.Knight	Westcott		
8	10	3	Ernest Gillard	Pullman	3:57:45	Won division 3
9	9	5	George Davis	Apperson		
	21	2	Vincent Padula	Abbot-Detroit		Won division 2
	2	2	Mortimer Roberts	Abbot-Detroit		
	0	2	Montague Roberts	Abbot-Detroit		
	30	5	Edwin R.Bergdoll	Benz		
	17	4	Willie Haupt	Benz		
	26	4	Ed Hearne	Benz		
	5	6	C.A.Bergdoll	Benz		
	27	2	William Endicott	Cole		
	18	2	Harry Endicott	Cole		
	24	2	Frank Kulick	Ford		
	15	3	H.P.Frey	Mercer		2nd division 3
	31	3	Joe Matson	Corbin		

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    8 3 Harold Hardesty      Pullman
   32 3 Frank Yeager         Otto
   28 3 Joe Dawson           Marmon
    1 5 Harris Hanshue       Apperson
    7 5 Hugh N.Harding       Stoddard-Dayton
   10 6 J.Fred Betz Jr       Simplex
   13 6 W.C.Mullen           Simplex
   16 4 Wilcox               National
 R 11 4 Ray Harroun          Marmon                      23 laps
 R 22 6 Ralph Beardsley      Simplex                     accident
 R 25 6 Al Mitchell          Chadwick                     5 laps/accident
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Fastest Lap: Harroun, 7m28.

Beardsley ran into a railway bridge, the car turning over. Beardsley suffered severe bruising, and his mechanician Glenn Etheridge suffered fractures of the arm and leg. A similar accident happened to Al Mitchell, his mechanician Scott Mallott also being injured.

Oklahoma City-El Reno-Oklahoma City, OK

8th October 1910 - 30 miles

No cars in the 20 class finished. A Cadillac won the 30 class and the free-for-all class. An Oldsmobile won the 40 class.

Danbury Fairgrounds, CT

8th-9th October 1910

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FP  # Driver                 Car                         Time
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8th October
Harry Chapman crashed through the track fence during practice after a tyre burst, overturning his car. He was taken to hospital. Several other people were slightly injured.

8th October: 5 miles – Free-for-all
On the third lap a car driven by J.F.Pulsford left the track and went through the fence, landing on its side. Pulsford was uninjured, as was his mechanician John Endes. Miss Bertha McCreedy had a lucky escape when she was caught by the car and had her head and shoulders pinned to the ground by it – she suffered only minor cuts and bruises. Walter Wheeling had his arm broken by a flying piece of broken fence. Following this, referee C.H.Gillett, representing the AAA, refused to allow the races to continue on the grounds that the condition of the track endangered life.

9th October: 5 miles – Free-for-all

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 1    Wagner                 Columbia                    0:07:43.25
 R    Brown                  Fiat                        withdrew
 R    Ralph De Palma         Fiat Cyclone                accident
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De Palma crashed when a rear tyre burst on the last lap. He was making his way through the field having had problems with his car, and when the tyre burst he went through the outer fence and overturned. De Palma was thrown clear and landed on some marshy ground, receiving a fractured thigh and other internal injuries. The car was smashed to pieces – it was the same one in which Cedrino was killed during the Pimlico races in 1907. Brown withdrew after the accident.

Lake Tahoe Endurance Run, CA

8th-11th October 1910

#	Car	Driver	Remarks
1	Knox	Bart Oakes	Press car
2	White Torpedo	C.A.Hawkins	Retired.
3	White Steamer	George Zeeley	Press car. Retired.
4	Winton	H.Owesny	Perfect score.
5	Rambler	Captain McCauley	Perfect score.
6	Carter Car	William Collins	Perfect score.
7	Crawford	D.A.Stewart	Perfect score.
8	Ford	E.D.Cutting	Perfect score.
9	Buick	Frank Murray	Perfect score.

10	Buick	Fred Cross	Perfect score.
11	Maxwell	Arthur Hall	Perfect score.

8th October – Oakland-Auburn
9th October – Auburn-Truckee-Tahoe (Tahoe Tavern)
10th October – Tahoe-Sacramento
11th October – Sacramento-Oakland

Run by the San Francisco Motor Club

Amarillo, TX

10th-12th October 1910 – 200 miles

FP	#	Driver	Car	Time
10th October: 20 miles				
1		Reeves	EMF	0:23:17
2		Day	EMF	
10th October: 30 miles				
1		Bob Adair	National 40	
2		Day	EMF	
10th October: 20 miles - Handicap				
1		Bertrand	Simplex	0:17:15
11th October: 20 miles				
1		Bob Adair	National 40	0:19:22
2		Day	EMF 30	0:22:22
3		Reeves	EMF 30	0:22:53
11th October: 10 miles				
1		Reeves	EMF 30	0:11:41
2		Day	EMF 30	0:11:42
3		Myers	Rambler	0:13:22
11th October: 10 miles, Handicap				
1		Bob Adair	National 40	0:10:36
2		Reeves	EMF 30	0:11:35
12th October: 200 miles – Free-for-all				
R		T.H.Skaggs	Simplex 90	

T.H.Skaggs of Decatur, AL, was killed when his Simplex overturned, crushing him beneath it. Skaggs had lost two laps because of tyre troubles and was driving desperately to regain lost ground. His mechanician, F.P.Pringle, was also badly hurt.

Readville, MA

14th October 1910

FP	#	Driver	Car	Time
1 hour race				
1		Ben Kirscher	Knox	52.75 miles
2		Edward Beverly	Simplex	52.00 miles
3		A.W.Rogers	Simplex	51.00 miles
5 miles – Match Race				
1		Nelson Slater	Lancia	0:05:40.8
2		John Scuyler	Firestone Columbus	
5 miles				
1		"Speedy" White	Cameron	0:05:39.0
2		George Donahue	Moon	
1 mile – Time Trial				
		Barney Oldfield	Benz	0:00:50.0

Time not official and taken manually, as Oldfield was disqualified due to his proposed race with Jack Johnson.

On returning to the garage after the run, Oldfield stated "To win my first battle with the American Automobile association in the home of its president and with him on the track is one of the greatest victories of my life. I came to Boston determined to fill my end of the contract. This I did despite the official pronouncement that I had been outlawed from participating at any sanctioned meet. I have only begun the fight."
On the 19th October, the Contest Board of the AAA issued the following statement regarding Oldfield's run. Oldfield "committed a flagrant violation of the rules at a sanctioned meeting at Readville, Mass., on October 14, by intruding himself upon the track in his Benz racing car and without official start or timing made several circuits of the track, in defiance of the warnings of officials." Oldfield's Benz was also disqualified from any sanctioned contest.

Practice was held the day before the race meeting – John J.Kingsley (Thomas), Charles Basle and George Crittenden took part.

Kansas State Fairgrounds, KS

19th October 1910 – Hutchinson: ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Match Race				
1		Glen Breed	Buick 16	0:06:29.0
2		Carl E.Evans	Auburn 40	
5 miles – For stock cars up to $1000				
1		Glen Breed	Buick 10	0:07:16.25
2		George C.Wiles	EMF	
3		C.W."Will" Swain	Buick	
R		Bill Burke	Hudson	6 laps

Burke dropped out on the 7th lap when the car's fan came loose and damaged the radiator.

10 miles – For stock cars up to $1500				
1		C.W."Will" Swain	Buick	0:14:09.5
2		George C.Wiles	EMF	
3		Will Burke	Hudson	
4		Glen Breed	Buick	
10 miles – Free-for-all stock cars				
1		Glen Breed	Buick 16	0:13:45.5
2		Will Burke	Hudson	
3		C.W."Will" Swain	Buick	
R		C.C.Stanfield	Jackson 40	blown tyre/accident

The races were put on by Earl N.Sapp with the assistance of the Hutchinson Automobile Club.

Chicago Automobile Club and Chicago Athletic Association Reliability Run, IL

21st-22nd October 1910

The route was from Chicago to Waukesha, WI, and return. This was done on each day via different routes, and took place in bad weather. A.J.Vyse, driving a Thomas Flyer Model M, was one of the few cars to finish with a clean score. A Thomas car was also the pacemaker for the event.

Washington Post Tour, DC/VA

21st-25th October 1910 – For the Sweepstakes Trophy

#	Entrant	Driver	Car	Remarks
		Willis Cronkhite	Buick 17	Pilot Car
1	Buick Motor Co		Buick 16	
2	Buick Motor Co		Buick 19	
3	Buick Motor Co	Stanley Mortimer	Buick 10	Won Class 2A. 99 pts.
4	M.T.Pollock		Oldsmobile Autocrat	
NS	J.J.Moebes		Oldsmobile Special	
5	Carter Motor Car Corporation	A.Gary Carter	Washington	31 pts.
6	Carter Motor Car Corporation	W.D.Arrison	Washington	Won Class 4A. 22

				pts.
7	United Motor Washington	Howard Wagner	Columbia	Won Class 5A. 211 pts.
8		Bert Robertson	Maxwell	Won Class 1A. 61 pts.
9	United Motor Washington	Harry Walls	Maxwell G II	Awarded Sweepstakes Trophy. Won Class 3A. 13 pts.
11		Irving Barber	Parry	562 pts.
12	Standard Oil Company	Griffin Halstead	Washington	Broke axle after hitting a pot-hole. 971 pts.
			Maxwell E	
14		Ward Angle	Buick Bug	107 pts

The cars were split into seven competing classes:
Class 1A - $800 and under
Class 2A - $801-$1200
Class 3A - $1201-$1600
Class 4A - $1601-$2000
Class 5A - $2001-$3000
Class 6A - $3001-$4000
Class 7A - $4001 and over

The route was as follows:
21st October – Washington, Leesburg, Winchester, Staunton: 164 miles
22nd October – Staunton, Charlottesville, Scottsville, Columbia, Richmond: 137 miles
23rd October – Rest Day
24th October – Richmond, Louisa, Orange, Locust Dale, Culpeper, Warrenton: 117.1 miles
25th October – Warrenton, Washington: 65.7 miles

23rd October
A bridge over the railroad near Richmond was being built, and a fence was across the road without any lights on it. Irving Barber collided with the fence, throwing Referee West from the car, and injuring his observer Harry Williams. The car was not badly damaged and could continue. West managed to prevent Bert Robertson from a similar accident, the Maxwell stopping five foot from the fence.
Observer McCrady was riding in the number 12 Washington when a young woman tossed him an apple. It hit him on the nose, and the speed of the car caused it to smash all over his face.

A.Gary Carter filed a protest after the event on the grounds that the technical committee had penalised him too heavily for a broken strut rod. The result of the protest was unknown.

The event had been scheduled for the 14th–18th October.

Sheepshead Bay, NY

25th October 1910

FP	#	Driver	Car	Time
5 miles – Match Race, Heat 1				
1		Barney Oldfield	Benz	0:04:44
2		Jack Johnson	Thomas	
1 mile – Time Trial, Flying Start				
		Barney Oldfield	Benz	0:00:44.6
5 miles – Match Race, Heat 2				
1		Barney Oldfield	Benz	0:05:14.8
2		Jack Johnson	Thomas	

Oldfield toyed with Johnson in this race, rather than going for the easy win. Best of 3 heats. Frank Brown was Oldfield's mechanician, McMervin was Johnson's.

This seemingly innocuous match race was the focus of much controversy, caused by what would today be termed "institutional racism". For Jack Johnson was the heavyweight boxing champion of the world, and what's more, he was a negro.
The controversy was well chronicled in the press of the day. Oldfield was an AAA registered driver, and could only compete against other AAA registered drivers at AAA sanctioned venues, so Johnson applied for his licence and was granted one, numbered 669. This came as a surprise to the racing world, as Chairman S.M.Butler of the AAA Contest Board had previously stated that "a colored man would receive no recognition by the association." Hurriedly realising its

mistake, the Contest Board withdrew the licence the next day, alleging that it was granted through misrepresentation. Thus if Oldfield was to race Johnson for the large side bet, he would be declared outlaw and would be unable to race at other AAA events.
In response, Johnson issued the following statement: "I have sent the following reply to Mr Butler, of the automobile association, in response to a letter attempting to withdraw my driver's license: 'I return herewith the one dollar which you returned to me, same being in payment of license fee. I conformed to all conditions named on the application blank furnished me by your office, and will not accept cancellation of my license. You are in error when you state to the press and others that I obtained the license by trickery, or misrepresentation. You can not blame me for your lack of office system. I will go to the courts if necessary to secure my rights.'" Johnson's friend, Barron Wilkins from New York, commented that "The only reason for the board's action is because of Johnson's color. Jack stole a march on the board and this is the outcome. He made his application in the name of John Arthur Johnson and none of the members recognised him and his registration was authorized. When they found out who John Arthur Johnson really was the certificate was cancelled." Both Johnson and Oldfield stated that they would hold the race whatever the Contest Board's action, and when asked what car he would use to race, Oldfield replied "I am not particular. I want him to pick whatever class of racing he desires, for I believe I can beat him if he picked out wheelbarrows to race with."
Following this declaration of intent, the Contest Board of the American Automobile Association issued the following letter:
"Whereas, Barney Oldfield, under the American Automobile Association rules, a recognised and registered automobile racing driver has announced or caused to be announced in public press and upon posters his entry in a so-called track race with 'Jack' Johnson, at the Sheepshead Bay track (unlicensed for automobile contests), to be held October 20, 1910, official sanction for which has neither been applied for nor issued, which action is a direct violation of rule 58 of the 1910 contest rules of the American Automobile Association, viz:
'An entry in any unsanctioned contest, or an authorized announcement in public print that an entry has been or will be made, shall be deemed sufficient cause for immediate disqualification by the contest board of the owner, entrant, driver and car, or any or all of them,' and
Whereas, the conduct of W.H.Pickens, nor Mr Oldfield's manager, and his statements in the public press in connection with the proposed unsanctioned contest are injurous to the welfare of the sport and industry and destructive of the confidence of the public in automovile contests, and
Whereas, the entrance into an organized well-accredited sport of the leading exponent of an unorganised so-called sport which is under the ban in most of the states of the union and who is, as we believe, without requisite experience in automobile track racing and has yet to demonstrate his competency as a racing driver, would preclude the granting of official sanction for such so-called contest, is detrimental to the interests of regularly organized automobile competitions.
Therefore, Barney Oldfield is, under rule 58, hereby suspended and disqualified until further notice from future competition or participation in sanctioned automobile contests.
And W.H.Pickens is hereby disqualified from participation in any sanctioned automobile contests, either as manager of an entrant, promoter, entrant, owber, driver or in any other capacity, and they are each of them hereby directed to show cause why such disqualification should not be made permanent.
Contest Board, American Automobile Association, S.M.Butler, Chairman. Official. October 11, 1910."
The race was scheduled for the 20th October, but was delayed due to rain. The race was reported in many newspapers factually, but in others there was more bias on display. The Coshocton Daily Age described the race as "farcical", stating that Johnson "promised to win or to run his Thomas flyer through the fence, but he did neither."
After the race, Oldfield said "I raced Jack Johnson for neither money nor glory, but to eliminate from my profession an invader who would have had to be reckoned with sooner or later. If Jeffries had taught Johnson five years ago the white man would have won and after Jeff had retired he would never had to fight him again. If I had ignored Johnson for a year or so he probably would have gained much experience on the tracks and bought high powered cars while I am not getting any better from day to day. I am glad if my victory over Johnson today will have any effect on the white man's hope situation."
Oldfield was suspended by the AAA, and attempted to enter the races at Atlanta on the 3rd-5th November, only to be disqualified without a hearing. Oldfield tried to sue the AAA for the right to exercise his freedom to earn a living by racing, but the presiding Judge ruled that he had no jurisdiction on the matter. Oldfield returned to California and helped organise and competed in outlaw events at Ascot Park, and in retaliation the Contest Board voted in their December meeting to ban Oldfield from sanctioned events for one year. In defiance, Oldfield raced in an outlaw event in San Antonio, TX, in February 1911, so the Contest Board added three months to Oldfield's term of suspension. Oldfield returned to California and opened a tavern. In January 1912 he reapplied for his licence, but was refused - the AAA Contest Board changed its mind two months later on hearing a second appeal.

This wasn't the first racial incident which had been caused by Johnson. Earlier in the year, Johnson was rumoured to be appearing at Indianapolis in September to drive in an exhibition event. According to the Syracuse Post Standard, "it has been announced by Carl Fisher, president of the Speedway, that Johnson was refused entry to the September races, but that he would probably be allowed to drive an exhibition as a feature of the meeting. Protests have

arisen from all parts of the country, and more than one famous automobile pilot will refuse to ride over the brick track at Indianapolis in September if Johnson is allowed to appear on the course in his machine. Among others who have signified their intention of refusing to drive there are Louis Chevrolet and "Wild Bob" Burman of the Buick racing team. These two drivers have said in faithful terms that if Johnson is allowed to drive his car over the track at the September meet or any future meet they will not be willing to start again on the famous course. In speaking of his attitude, Chevrolet today said: 'Jack Johnson is a prize fighter, and has become notorious in that particular field. There are no Negro automobile race drivers at the present time, and, if I understand correctly, there is a ban against it. I am not willing to allow my name to be used in the same race programme as that of Jack Johnson, and if the Indianapolis Motor Speedway management cannot confine itself to automobile racing without bringing in a negro barnstorming pugilist, I believe it is time for the white drivers to quit the game on that track.' Burman seconded the sentiments of Chevrolet. Among the others who have expressed themselves forcibly against Johnson racing are George Robertson of the Simplex company and Ralph De Palma of the Fiat."

The Syracuse Post Standard in an editorial commentary summed it up as follows: "Since the great battle our champion fist artist has been acting just as might have been forecast. To a million or so of his brethren the feat he performed at Reno makes him appear as the greatest of human beings. They have been crazy to show him how they feel. To be run over by Johnson's automobile would be happiness to the more ardent of his worshippers. With persons of immature intellect and strong emotional impulses, idolatry is easy and the Negro who beat the biggest white fighter is to plenty of other Negroes nothing less than an idol.

The effect of such worship upon Johnson himself has been no greater than it would have been upon a man of similar qualities of any other race, and it is far from strange that Johnson has developed a tendency to show off. He is fond of breaking the speed limit with his automobile, and no doubt proud to be arrested for it, and to pay for his liberty by handing the court a minute fraction of the fortune which he has won. He aspires to show upon the automobile race track, which next to prize fighting offers the most spectacular field for gladiatorial prowess when no football is being played, the same qualities of superiority which distinguished him at Reno.

Nor is it in the least surprising that a number of speed pilots in all parts of the country have declined to take part in any contest where Johnson is admitted as a competitor. At just what point social distinctions enter the field of sport no one can say. Evidently it lies somewhere between the roped arena and the automobile race track. To any white man who feels the social prejudice which is popularly spoken of as Southern, but really permeates the whole white race, the Reno champion is impossible. He has married a white woman. He seems to aspire to social equality with her people. He is making a show of himself. He has reached a point where the ungracious but inevitable process of letting him "know his place" seems necessary to a large number of countrymen, and ill feeling is the certain consequence.

In a word, the celebrity of Mr Johnson is to be deplored without the slightest aspersion upon his great qualities as a practitioner of what is foolishly called the manly art."

As a result, Johnson didn't drive at Indianapolis.

Texas State Fairgrounds, TX

27th-29th October 1910 – Fort Worth

FP	#	Driver	Car	Time
27th October: 1 mile – Time Trial, Stock Chassis, Class E				
1	1	George Clark	Cutting	0:01:00.8
2	5	Phil Wells	Moon	
3	7	Bill Endicott	Cole 30	
27th October: 10 miles - Stripped Stock Chassis, Class B				
1	9	Fred Malone	Buick	0:10:43.6
2	8	Harry Endicott	Cole 30	
3	7	Bill Endicott	Cole 30	
27th October: 5 miles – Exhibition				
	4	Tobin De Hymel	Stoddard-Dayton	0:05:24.2
27th October: 5 miles – Free-for-all, Class D				
1	1	George Clark	Cutting	0:05:27.6
2	8	Harry Endicott	Cole 30	
3	7	Bill Endicott	Cole 30	
27th October: 50 miles – Stripped Chassis, Class E				
1	1	George Clark	Cutting	0:52:38
2	5	Phil Wells	Moon	
3	7	Bill Endicott	Cole 30	
4	4	Tobin De Hymel	Stoddard-Dayton	
R		Holmes	Jackson	25 laps
28th October: 1 hour race – Stripped Chassis, Class C				

	4	Tobin De Hymel	Stoddard-Dayton	
	1	George H.Clark	Cutting	
	7	Bill Endicott	Cole 30	
R	5	Philip Wells	Moon	46 laps/accident
R	10	Gascon Morris	Renault	3 laps/accident

Raymond Coch of Paris, France, was a mechanician for Gascon Morris, driver of the Renault car. The car had completed three laps in the hour race, and was rounding the first turn on the fourth lap when a tyre burst. Morris was unhurt, and not knowing that Coch was badly hurt, having been crushed beneath it, tried to right his car. The accident caused the race to be stopped, but it was later restarted. The accident was at the same place where Wiley had been killed on the preceding day, and it was thought that this accident had attracted additional spectators to the track.

Philip Wells was driving a Moon when his front tyre blew on lap 46 of the restarted race, and it hit the fence at speed. The impact slowed the car, but the lack of seat belts meant that Well's body continued on at speed and he hit an electric light pole outside of the fence, seriously injuring himself.

29th October: 1 mile – Time Trial, Free-for-all, Texas State Championship

1	4	Tobin De Hymel	Stoddard-Dayton	0:01:02
2	1	George Clark	Cutting	

Three miles were driven by each driver, the fastest mile to count.

29th October: 5 miles – Class B, Handicap

1		Malone	Buick	0:05:15.4
2	7	Bill Endicott	Cole 30	
R	1	George Clark	Cutting	0 laps

29th October: 5 miles – Class B, Stock Chassis

1	1	George Clark	Cutting	0:06:14
2	7	Bill Endicott	Cole 30	
3	8	Harry Endicott	Cole 30	

29th October: 5 miles – Class D, Free-for-all

1	4	Tobin De Hymel	Stoddard-Dayton	0:05:18
2	1	George Clark	Cutting	
3		Malone	Buick	
4		Labadie	Hudson	

29th October: 100 miles – Class E, Stripped Chassis, the Dallas Derby

1	4	Tobin De Hymel	Stoddard-Dayton	0:51:10
2	7	Bill Endicott	Cole 30	
3	8	Harry Endicott	Cole 30	
4	1	George Clark	Cutting	

Race distance was reduced to 50 miles.

Harrisburg Fall Endurance Run, PA

November 1910

This two day event was held some time in November. The route was as follows:

Day 1: Harrisburg, New Cumberland, Newberrytown, Manchester, York, Hanover, Littlestown, Emmitsburg, Waynesboro, Hagerstown, Greencastle, Chambersburg, Shippensburg, Newville, Carlisle, Harrisburg.

Day 2: Harrisburg, Lebanon, Pine Grove, Pottsville, Mahanoy City, Shenandoah, Ashland, Mt Carmel, Williamstown, Tower City, Lykens, Millersburg, Halifax and Harrisburg.

Cleveland Endurance Run, OH

November 1910 – 500 miles

Held some time in November, C.G.Bleasdale of the United States Motor Company won the event in a Maxwell G.

Atlanta Speedway, GA

3rd-7th November 1910

FP	#	Driver	Car	Time

3rd November: 1 mile – Time Trials

1		Caleb Bragg	Fiat	0:00:41.12
2		Bob Burman	Marquette-Buick	0:00:42.95
3		Montague Roberts	Abbott-Detroit	0:00:55.62

3rd November: 12 miles – Stock chassis, 161-230 ci

1		Witt	EMF	0:11:05.33
2		Montague Roberts	Abbott-Detroit	
3		Mortimer Roberts	Abbott-Detroit	

3rd November: 20 miles – Free-for-all

1		Ray Harroun	Marmon	0:15:20.77
2		Joe Matson	Simplex	
3		Ralph Mulford	Lozier	

3rd November: 10 miles – 231-300 ci

1		Joe Dawson	Marmon	0:08:34.70
2		Heinemann	Simplex	
3		Gelnaw	FAL	

3rd November: 10 miles – Free-for-all

1		Bob Burman	Marquette-Buick	0:07:42.52
2		Joe Matson	Simplex	
3		Caleb Bragg	Fiat	

Burman tried to accelerate too quickly at the start and stalled. His mechanician, Howard Hall, grabbed the cranking rod and turned it, the engine taking on the first turn. It wrenched his arm and threw him out of the way as the car then leapt forward.

3rd November: 20 miles – Stock chassis, 450-600 ci

1		Ralph Mulford	Lozier	0:16:13.02
2		Horan	Lozier	
3		Beardsley	Simplex	

3rd November: 100 miles – Class B, 301-450 ci, for the Coca-Cola Trophy

1		Gelnaw	FAL	1:26:17.62
2		Knight	Westcott	
3		Joe Dawson	Marmon	
		Heinemann	Marmon	
		Charles Basle	Pope-Hartford	

Dawson led for 98 miles and was six miles ahead of the field when a driveshaft broke. He pitted to make repairs, and returned to the race in time to make third place.

4th November: 200 miles – City of Atlanta Trophy

1		Joe Dawson	Marmon	2:51:12.73
2		Ralph Mulford	Lozier	2:51:15.9
3		Joe Horan	Lozier	
4		Gelnaw	FAL	
5		Hughes	FAL	

4th November: 10 miles – Cars 101-230 ci

1		F.A.Whitt	EMF	0:09:12.66
2		Montague Roberts	Abbott-Detroit	
3		K.T.McKinstry	Firestone-Columbus	

4th November: 10 miles – Free-for-all, Class D

1		Bob Burman	Buick	0:07:23.54
2		Caleb S.Bragg	Fiat 90	
3		Hugh Harding	Stoddard-Dayton	

4th November: 12 miles – Cars 231-300 ci, Class B

1		Joe Dawson	Marmon	0:10:15.48
2		Heinemann	Marmon	
3		Hughes	Falcar	0:11:15.17

4th November: 20 miles – Free-for-all, Class D

1		Bob Burman	Marquette-Buick	0:15:13.25
2		Caleb S.Bragg	Fiat 90	
3		H.Harding	Stoddard-Dayton	

4th November: 10 miles – Free-for-all, Amateurs

1		W.J.Stoddard	Fiat 90	0:07:46.60
2		Bob Heltmeyer	Simplex	

3	Jack Rutherford	Stearns		

4th November: 14 miles – Cars 301-450 ci

1	Joe Dawson	Marmon	0:11:30.86	
2	Ray Harroun	Marmon	0:11:31.69	
3	Charles Basle	Pope-Hartford	0:11:32.20	

4th November: 10 miles – Free-for-all, Handicap

1	Clemens	McFarlan	0:07:22.45	*2m36s handicap*
2	Burt Adams	McFarlan		*3m00s handicap*
3	Hugh Harding	Stoddard-Dayton		*scratch*

7th November: 250 miles

1	Joe Horan	Lozier	3:26:15.10	
2	Bob Burman	Marquette-Buick	3:27	
3	Joe Matson	Simplex		
4	Ralph Beardsley	Simplex		
5	Ralph Mulford	Lozier		
6	Burt Adams	McFarlan		
	Charles Basle	Pope-Hartford		
R	Louis Disbrow	Pope-Hartford		
R	Ray Harroun	Marmon	engine	
R	Joe Dawson	Marmon	engine	
	Harry Knight	Westcott		
	William M.Davis	Halliday		
R	Hugh Harding	Stoddard-Dayton		
	K.T.McKinsley	Firestone-Columbus		
R	W.J.Stoddard	Fiat		
R 13	R.J.Church	Simplex	20 miles/tyres	

Race was to have been held on the 5th, but was delayed due to rain. The rest of the program after this race was called off.

During practice at the Atlanta Speedway on the 1st November, Al Livingstone driving a National at 84 mph was killed when his right rear tyre blew, pitching him into the wall. He was driving the last two laps of the day on the track, attempting to set the fastest lap of the day. Livingstone was thrown from the car on impact, but died later from his injuries at the Grady Hospital, having suffered a fractured skull.

Prescott-Phoenix Endurance Run, AZ

5th November 1910 (estimated) – 110 miles

FP	#	Driver	Car	Time
1		Mrs Harris T.Southworth	Ford Model T	5:38

Run by the Phoenix Gazette, Mrs Southworth won against 12 other contestants, all male.

III Cactus Derby

5th-7th November 1910 – Los Angeles-Phoenix: 418 miles

FP	#	Driver	Car	Time
1		Harvey Herrick/O.M.Kern	Kisselkar	15:49
2		Ralph Hamlin	Franklin Six	16:16
3		W.D.Tremaine	Pope-Hartford	17:17
4		Charles Bigelow	Mercer	19:03
5		John Stickney	Velie	19:54
6		Dull	Parry	20:13
7		Gates	Duro	20:21
8		Ross Hemwood	Ohio	21:04
9		Curtis	Apperson	21:11
10		Will Sheriff	Rambler	23:50
11		Stearns	Ford	28:23
R		Bary	Abbott-Detroit	
R		Clarence Smith	Maxwell	
R		Joe Nikrent	Knox	

14 cars entered. Stopped at Ehrenberg.

I Buffalo Reliability Run, NY

7th-10th November 1910

7th November - Start
8th November - Buffalo-Fredonia-Westfield-Randolph-Salamanca-Buffalo
9th November
10th November

This was the first reliability run conducted by the Buffalo Automobile Club. There were 12 cars entered, including a Pullman and a Maxwell.

Chicago Motor Club 1000 mile Reliability Run, IL

7th-11th November 1910

#	Entrant	Car	Driver	Remarks
Touring Cars - for the Stewart Trophy				
1	Abbot Motor Co	Abbott-Detroit	George D.Brown	41 pts
2	Haynes Automobile Co	Haynes	Don Watson	Retired
3	Velie Motor Vehicle Co	Velie	C.V.Cooney	
4	J.C.Son & Co	Cunningham	J.O.Emery	28 pts
5	Velie Motor Vehicle Co	Velie	A.Gibbons	
6	Streator Motor Car Co	Halladay	R.J.Foss	83 pts
7	Haynes Automobile Co	Haynes	Leo Williams	2 pts - Winner
8		Henry	P.J.DeMange	6 pts
9		Imperial	George McKreecher	5 pts
10	Bartholomew Co	Glide	F.Casseil	396 pts
11	Abbot Motor Co	Abbott-Detroit	A.M.Robbins	30 pts
12	Haberer & Co	Cino	W.Donnelly	12 pts
Roadsters - for the Van Sicklen Cup				
100	Fal Motor Co	Falcar	Charles F.Van Sicklen	0 pts
101		Midland	W.E.F.Nutting	13 pts
102		Groat	R.E.Holbert	39 pts
103	Hearne Motor Co	Hupmobile	L.B.Randall	Retired
104	Moline Automobile Co	Moline	C.H.Van Devoort	0 pts
105		Lio	W.M.Parker	10 pts
106	Moline Automobile Co	Moline	J.A.Wicke	0 pts
107	J.I.Case Co	Case	W.Jones	108 pts
108		Imperial	E.T.Wells	31 pts
109		Hupmobile	Charles Simons	
110	Speedwell Co, Ill.	Speedwell	J.W.Quinlan	117 pts
111	Streator Motor Car Co	Halladay	R.R.Hill	25 pts
112		Staver	G.Monckmeier	2 pts
113		Staver	T.Duis	5 pts
114	J.I.Case Co	Case	Lewis Strang	Retired
115		Krit	Habermicht	Retired - Smashed wheel
116	Frank Brisco	Brush	A.Taylor	Retired
117	Haynes Automobile Co	Haynes	L.Wagner	1 pt
118	Hearne Motor Co	Hupmobile	E.A.Hearne	Retired
119	Moline Automobile Co	Moline	F.G.Salisbury	64 pts

Route:
7th November - Chicago-Moline
8th November - Moline-Quincy
9th November - Quincy-Peoria
10th November - Peoria-Champaign
11th November - Champaign-Chicago

Strang's car was withdrawn from the competition as it was so far behind in the points, although Strang elected to continue in the race on his own. Courtesy of two perfect scores,the Moline team won the Chicago Motor Club Trophy.

Louisiana State Fairgrounds, Shreveport, LA

10th November 1910

FP # Driver Car Time

Races took place in which Barney Oldfield competed.

San Antonio, TX

12th November 1910 – 0.75 mile course

FP # Driver Car Time

12th November: 9 miles (0.75 miles x 12 laps) - Class E, 300 ci and under

1	Tobin De Hymel	Stoddard-Dayton	0:09:32.4
2	Geary	Stoddard-Dayton	
3	Fred Meleun	Buick	

12th November: 9 miles (0.75 miles x 12 laps) – Class E

1	Clark	Cutting	0:09:53.0
2	Dunn	Marion	
3	Plummer	Marion	

12th November: 9 miles (0.75 miles x 12 laps) – Class E, 450 ci and under

1	Fred Meleun	Buick	0:09:00.0
2	Clark	Cutting	

12th November: 45 miles (0.75 miles x 60 laps) – Free-for-all

1	Blagle	Cutting 30	0:43:08.4
2	Fred Meleun	Marquette-Buick	
3	Dunn	Marion	

12th November: 12 miles (0.75 miles x 16 laps) - Handicap
Cancelled after a fatal accident involving Tobin De Hymel. De Hymel, known as the Aztec Indian, was driving a Stoddard-Dayton on scratch when he lost a wheel when rounding a corner, crashing into an embankment. De Hymel was thrown clear, and was found some distance from the car dead, clutching the steering wheel tightly.

Philadelphia North American Electric Run, PA

18th November 1910 – 50 miles

This event, run by the Philadelphia North American newspaper, was for electric vehicles only and started from the newspaper offices. The result was decided on a secret time fixed by the competitors themselves. Each competitor placed a time for the run on their starting cars, and all of these times were added together and divided by the number of entries to get the secret time. Two gold plates were offered as prizes. One of the prizes went to a gentleman driver, and the other to a lady driver, of whom there were fifteen in the event. There were 12 Woods Electric vehicles on the run, all of whom completed the event.

San Leandro Endurance Run, CA

19th-21st November 1910 – 1347 miles

#	Entrant	Drivers	Car	Remarks
		Logan	Moon	762 pts.
		Metcalf and Mirray	Corbin	3 pts. James Brophy was the observer.
		Brown, Preston and Gross	Buick 40	18 pts.
		Harry L.Owesney and C.McDonald	Winton	4 pts. Finished 1st on the road.
		Stephen McIver, Hull and Overman	Maxwell	17 pts.
		Seeley, Davis and Slimmens	White	5 pts.
			Reo	Withdrawb.
9	Osen & Hunter Automobile Company	Ralph Skinner, J.C.Skinner and James Sexton.	Mitchell	Perfect score.
		Sennman and	Ford	361 pts. Hit a street car on Fourteenth

		O'Brien		Street.
	Standard Motor Car Company	Morris and Nichols	Velie	Perfect score
		Ralph Collins.	Carter Car	2320 pts.
		Dick Scraba and W.D.Vance	Columbia Electric	2 pts. Was five hours ahead of time on last lap, so laid up until it was time to cross finishing line. Was then penalised for arriving 36s ahead of schedule.

This was a 48 hour event which started from Idora Park in Oakland, and ran over a 54 mile triangular course. The fastest lap was set by Owesney at 1h17m50s. The event was run under the auspices of the Oakland Automobile Dealers' Association.

Guttenberg, NJ

24th November 1910

FP	#	Driver	Car	Time
10 miles – Free-for-all				
1		Ralph De Palma	Fiat	0:10:06.4
2		Fettiers	National	
3		Beach	Buick	

Just before this race De Palma blew a tyre.

20 miles – Free-for-all				
1		D.Tettlers	National	0:23:00
2		Whalen	Mathewson	
3		Costello	Maxwell	
4		Burke	Pullman	
R		Ralph De Palma		steering wheel

De Palma's steering wheel broke, causing his car to shoot across the track, over a low fence and into a ditch, without injury.

5 miles – Stock Chassis, 300-400 ci				
1		D.Tettlers	National	0:05:32
2		R.W.Rouse	Pullman	
3		Burke	Pullman	
5 miles – Stock Chassis, 231ci and under				
1		Costello	Maxwell	0:06:07
2		M.Basle	Abbott-Detroit	
3		Wolverton	Maxwell	
15 miles – Stock Chassis, 231-300ci				
1		V.Wilhelms	Mitchell	0:20:21.5
2		R.W.Rouse	Pullman	front axle
10 miles – Exhibition				
		Robert Burman	Marquette-Buick	0:09:57.5

Santa Monica, CA

24th November 1910

FP	#	SP	Driver	Car	Time
101.004 miles (8.417 miles x 12 laps) – Stock Chassis, 161-230 ci					
1		3	Earl Fancher	Maxwell	1:42:31, 59.066 mph
2		2	George Bobat	Oakland	2 laps/timing gear
3		1	James Fouch	Staver-Chicago	0 laps/magneto gears

Lap Leaders: Fancher laps 1-12

Ran concurrently with the Shettler Trophy race.

101.004 miles (8.417 miles x 12 laps) – Stock Chassis, 231-300 ci. Leon Shettler Trophy.				
1		4	Clarence McKeague	Durocar	1:41:04.6, 59.907 mph

2	5	Clarence Smith	Maxwell	1:44:15.0
3	7	Arthur Oakerman	Petrel	1:58:48.0
4	3	Robert Greer	Mitchell	10 laps/stripped driving pinion
5	2	Charles Bigelow	Mercer	9 laps/engine
6	1	Louis Nikrent	Buick	4 laps/out
7	6	George Clark	Cutting	0 laps/accident/hit tree

Lap Leaders: McKeague laps 1,12
Bigelow laps 2- 9
Smith laps 10-11

A spectator was sat high in the tree which Clark hit. The impact shook the spectator out, who then fell 20 feet and broke his left arm.

151.506 miles (8.417 miles x 18 laps) – Stock Chassis, 301-600 ci. Dick Ferris Trophy.

1	3	3	Ted Tetzlaff	Lozier	2:04:10.8, 73.142 mph
2	2	2	Bert Dingley	Pope-Hartford	2:10:00.8
3	9	5	Bruno Seibel	Franklin	16 laps/flagged
4	10	4	Herb Brown	Knox	5 laps/water connection
5	1	1	James Ryall	Apperson-Jackrabbit	3 laps/oil pump

Laps Leaders: Tetzlaff laps 1-18

202.008 miles (8.417 miles x 24 laps) – Free-for-All

1	3	3	Ted Tetzlaff	Lozier	2:49:59.0, 71.245 mph
2	2	2	Bert Dingley	Pope-Hartford	3:04:47.2
3	4	4	Joe Nikrent	Knox	22 laps/flagged
4	8	8	Frank Dearborn	Fiat	17 laps/con-rod
5	5	5	Ross Henwood	Ohio	15 laps/flagged
6	1	1	James Ryall	Apperson-Jackrabbit	12 laps/valve
7	7	7	Charles Soules	Isotta	5 laps/con-rod
8	6	6	Arthur Van Valin	Only	0 laps/frozen piston

Lap Leaders: Tetzlaff laps 2,4-24
Dearborn laps 1,3

The Only, driven by Van Valin, was a single cylinder car with a 200 cubic inch displacement, so a frozen piston was a bit of a problem. A second Apperson, the Apperson-Jackrabbit which had been entered in 1909, was also entered for the 1910 race by Leon Shettler. Harris Hanshue was scheduled to drive, but caught typhoid fever after competing at Phoenix on the 10th November. Shettler then hired Ben Kirscher, who crashed during morning practice for the race when the course was shrouded in fog on the damp boards of Dead Man's Curve. He went over the rim of the banked corner, and while Kerscher and his riding mechanic were unharmed but for some bruising, the car was destroyed, and took no further part in the meeting.

Chanstor and Lyon Trophy, CA

26th November 1910 (estimated) – San Francisco-Del Monte-San Francisco

FP	#	Driver	Car	Time
1		George A.Seely	White gasoline	7:35

The event started from Golden Gate and Van Ness.

Los Angeles Motordrome, CA

26th November 1910

FP	#	Driver	Car	Time
5 miles – Free-for-all				
1			Buick	0:04:31.8
2			Cutting	0:04:31.81
3			Duro	0:04:32.0
1 hour race				
1			Knox Giant	74 miles (record)
2			Franklin	68 miles
3			Cutting	61 miles
4			Parry	58 miles

There were two other entries, neither of whom finished.

Other Matters of the Year

The 1910 French Lick Reliability Run (exact date unknown) was won by a Marmon. The event was for the Thomas Taggart Cup.

An owners' endurance run was held in Indianapolis during February over 83 miles of coutry roads. 21 cars started. Paul Smith in an Empire 20 hp finished fourth in 3h15m.

The Pasadena-Altadena hillclimb was announced, but postponed at least twice, the second time until April. It never took place, and was never held again.

An endurance run was held around the beginning of May running from Kansas City, KS, to Pueblo, CO. The distance was run three times for a total of 1250 miles. An Auburn 40 finished first.

Ralph De Palma was present at the aeroplane events at the Atlanta Motordrome on the 3rd May, Grand Opera Day. De Palma gave high speed track rides in his Fiat Cyclone at the end of the day, his best known passenger being the opera singer Enrico Caruso.

The Beatrice Driving Club of Nebraska announced on the 2nd May that the club would offer a purse of $200 for an automobile race, although no date was announced. It is not known if this race took place.

The New York-Montauk Light Reliability Contest was held over 378 miles in early June. A Matheson achieved a perfect score.

Races were scheduled to take place during Chautauqua Week in Jackson, GA, on the 10th June. The course was to be along Third Street. It is not known if they took place.

The Upper Westchester Auto Club scheduled a hillclimb to be held in Ossining, OH, on the 18th June. It is not known if this event took place.

The Amarillo Auto Fair Association was to hold races on the 4th July. It is not known if they took place.

The 4th July celebrations to be held on the Coshocton Fairgrounds were to feature "one big automobile race". It is not known if the race took place.

Tom Kincaid was testing his National at the Indianapolis Motor Speedway on the 7th July when his car suddenly went over the track embankment at the southeast corner. He was caught beneath the wreck and killed.

The Catskill Reliability Contest and hillclimb was to start in New York on the 16th July. It isn't known if it took place.

The three day St Louis Endurance Run took place some time in July. There was more than one Moon entry, none of which achieved a perfect score.

A reliability run referred to as the "Little Glidden Tour" (not the only one with that name in 1910) was held over a 649 mile route around Minnesota and South Dakota some time in July. A Ford was penalised one point for draining water out of its carburettor.

A three day automobile meet was scheduled for the 28th-30th July at the Oklahoma City fairgrounds under the auspices of the Oklahoma Automobile Association. The results of this meeting aren't known.

Flemington, NJ, was to hold automobile races on the 6th August. The results of these aren't known.

The Sheldon Fair (IA) was held from the 23rd-26th August, and it was to host automobile races. The results of these aren't known.

The Lowell Cup was scheduled to be held on the 5th September, but the Lowell Automobile Club couldn't raise enough enthusiasm with many other concurrent events being held elsewhere, so abandoned the date. The date was reassigned to the Indianapolis Motor Speedway, which had also wanted the date. The IMS also attempted to have the Lowell Cup race held at their track.

The Adams County Fair was held in Corning, IA, from the 12th-15th September. It was suggested earlier in the year that an auto race could be held on the ½ mile oval, but come the fair only horse races were held.

A race was held at the Beaver City Fair, UT, on the 25th September, although the fair management didn't organise it. The result of the race isn't known.

The Appalachian Exposition was to be held in Knoxville, TN, from the 15th September-8th October, and was to feature automobile races. It isn't known if they took place.

The III Annual Endurance Run of the Automobile Club of Minneapolis was to start on the 30th September. The result isn't known.

An informal race meeting was held at Atlanta Speedway on the 1st October. Miss Florence Webber drove two EMF's, Asa G.Candler Jr's Fiat 60, and a Connerat Buick. Times were not taken.

The Lincoln County Fair was to be held in Hugo, CO, on the 7th October, and was to feature a 2 mile auto race. Post event reports don't mention the race as having taken place.

An auto race was announced for the 12th-13th October in Iowa City, IO, to be held alongside the demonstration flights by Captain Baldwin. The races didn't take place, although an automobile parade was held.

Ralph De Palma agreed to drive his Fiat Cyclone around the Clifton Stadium bicycle track in Passaic, NJ, on the afternoon of the 16th October. The track was a sixth of a mile long, and banked at 48 degrees in the turns. It is not known if De Palma pulled off this stunt.

Jesse Fricke Jr was fatally injured when his car collided with a motorcycle on the Texas State Fair Speedway, Dallas, on the 23rd October, and crashed through the fence into a crowd of spectators. E.E.Boggs, who rode the motorcycle was hurt, but not fatally. Eight spectators were also injured.

The I Annual Reliability Run of Motor Truck Manufacturers was held on the 28th and 29th October. It ran from Chicago to Milwaukee and Return.

AAA sanctioned races were to be held in Pensacola, FL, during November with Barney Oldfield in attendance. It is not known if they took place.

The park commissioners of Dallas, TX, adopted a resolution on the 3rd November which prohibited automobile and motorcycle racing on the fairgrounds race track. The board of commissioners was reported as saying that the "necessity of the action lay in the fact that a number of accidents have occurred during contests here, and that public sentiment is steadily turning against such exhibitions."

The Oklahoma Automobile Dealers' Association was to hold a race from Oklahoma to El Reno, Kingfisher and return on the 24th November. It isn't known if the event took place.

The Mile High Hill Climb Association was to hold an event at Redlands, CA, on the 24th November. It isn't known if the event took place.

The South Jersey Motor Club held a meeting on the 24th November 1910 at the Bridgeton Fairgrounds, NJ, but the result isn't known.

1911 US Events

"Greater asininity than this hath no man that he give up his life to entertain a crowd of automobile race fans."

Syracuse Herald

"The automobile race is not always to the swift. Sometimes it's to the hospital."

Coshocton Daily Times

Columbus Midwinter Reliability Run, OH

8th-9th February 1911 – 245 miles

Route:
Day 1: Columbus to Lancaster, Chillicothe, Washington Court House, London, Springfield.
Day 2: Springfield, Urbana, Merchanicsburg, Marysville and Delaware, back to Columbus.

There was much mud and slush on the roads between Columbus and Lancaster on day 1. Run under AAA rules with a schedule of 20 mph to be maintained, 10 cars failed to maintain a perfect road and technical score. A Speedwell achieved both, and a Reo 34 driven by Frank H.Lawwell finished with a perfect score, winning a silver trophy for its class.

III Mardi Gras Speed Carnival, LA

25th-27th February 1911 – New Orleans: 1 mile dirt oval

FP	#	Driver	Car	Time	
25th February: 5 miles – Class C, 161-230 ci					
1		Frank Kulick	Ford	0:05:48.83	
25th February: 5 miles – Class C, 231-300 ci					
1		Frank Kulick	Ford	0:05:01	
25th February: 10 miles – Class C, 301-450 ci					
1		Johnny Aitken	National	0:10:08.33	
2		Louis Disbrow	National		
25th February:: 5 miles – Free-for-all					
1		Caleb Bragg	Fiat Cyclone	0:04:04.37	
2		Bob Burman	Buick		
25th February: 10 miles – Free-for-all Handicap					
1		Bob Burman	Buick	0:10:18.41	*scratch*
2		Frank Kulick	Ford	0:10:31.55	

There were 13 starters.

25th February: 1 Hour Race (2 classes)				
		Tower	Warren-Detroit	53 miles	Class A winner
		Frank Kulick	Ford	55 miles	Class B winner
25th February: 1 mile – Record Attempt					
		Bob Burman	Buick	0:00:53.09	

Lewis Strang forwarded a protest to the AAA contest board against the suspension of himself and the Case racing team for failing to appear at the race meeting. He asked for reinstatement on the grounds that an illness which lasted for 10 days made it impossible to participate in the event, not having had enough time to prepare the cars once he was better.

26th February: 5 miles – Class C, 161-230 ci				
1		Frank Kulick	Ford	0:05:06.26	
2		Bevan	Warren-Detroit		
26th February: 5 miles – Class C, 231-300 ci					
1		Frank Kulick	Ford	0:05:16.20	
2		W.Donnelly			
26th February: 10 miles – Class C, 301-600 ci					
1		Bob Burman	Buick	0:10:04	

2	Johnny Aitken	National	

26th February: 5 miles – Special Race

1	Pennebaker	Midland	0:05:42.45
2	Meyer	Stearns	

26th February: 5 miles – Free-for-all

1	Bob Burman	Buick	0:04:50.01
2	Caleb Bragg	Fiat Cyclone	

26th February: 5 miles – Invitational Trophy

1	Fitch	Buick	0:05:14.43
R	Radcliffe	Knox	accident

26th February: 9 miles – Free-for-all Handicap

1	Bob Burman	Buick	0:09:43
2	A.J.Maisonville	Corbin	

26th February: 1 Hour Race – Class C, under 600 ci

1	Bob Burman	Buick	57 miles

Three cars finished this race.

27th February: 5 miles – Free-for-all

1	Caleb Bragg	Fiat Cyclone	0:05:07.19
2	Louis Disbrow	National	

27th February: 10 miles – Free-for-all Handicap

1	A.J.Maisonville	Corbin	0:10:27.10	*45s*
2	Louis Disbrow	National	0:10:37.45	*scratch*

27th February: 50 miles – Class C

1	Louis Disbrow	National	0:52:39.77
2	Frank Kulick	Ford	
3	Donnelly	Cino	
R	Ralph Ireland		tyre blew/accident

San Antonio-Corpus Christi Reliability Run, TX

2nd-3rd March 1911 – 300 miles

Touring Cars

1	J.H.Kirkpartick	Pierce-Arrow	6 pts
2	A.S.Johns Automobile Co	Chadwick	8 pts

Runabouts

1	Dr J.H.Fletcher	Hudson 20	7 pts

The run went from San Antonio to Corpus Christi and return, with 10 hours running time allowed each way.

Pine Park, Valdosta, GA

2nd-3rd March 1911

Schedule:

Thursday 2nd March
Race 1 – 2 miles, Free-for-all, for Valdosta automobile dealers
Race 2 – 5 miles, Free-for-all
Race 3 – 5 miles, Handicap

Friday 3rd March
Race 1 – 2 miles, Dealers' Handicap
Race 2 – 5 miles, Free-for-all, for any car from Georgia
Race 3 – 3 miles, Handicap, for any car from Georgia

Saturday 4th March
Race 1 – Final heat of dealers' championship race
Race 2 – 5 miles, Free-for-all
Race 3 – 5 mile Handicap Consolation race, open to starters who have not won a first in previous events

These were to be amateur auto races held in conjunction with an aviation meet. The races on the 4th March certainly happened, but the results aren't known. Ray Harroun attended the meeting with his new monoplane, and he had it out for a practice spin on the 2nd, but didn't actually take off due to strong winds. He later flew down to Jacksonville for the Florida beach races at Jacksonville.

Bering Cup Endurance Run, TX

6th-10th March 1911

#	Entrant	Car	Driver	Observer	Remarks
	Hugh Hamilton Jr	National			Was entered too late to be a contestant, but ran anyway.
	George W.Hawkins Company	Maxwell			Was barred by the contest board of the AAA from competing, but ran under protest.
1		Cadillac	George De Witt	Bellis and C.B.Gillespie	Pacemaker. Perfect road score, 925 pts.
2		Pullman	Walter Lane	Kerr	Retired.
3		Ford	Albert Skinner	Hamphill	950 pts.
4		Regal	J.Fabian Minton Jr	James A.Whitty	Pilot Car. Car contained August C.Bering Jr of the Bering Tire and Rubber Company. Whitty was the chief observer. R.M.Hosmer was the distributor of the confetti.
6		Hudson	A.C.Burton	Whisnant	Retired.
8		Brush	George Ayres	Goss	723 pts
9		Marion	F.Lee Carroll	Curtis	956 pts
10		Chalmers	L.J.Stubenbrauch	James A.Foley	Retired.
13		Buick	F.H.Kerr	Smith	747 pts
17		Maxwell	Kenneth Way	Kerr	Retired.
18		Reo	William Gullulame	H.C.Skinner	Had over 1000 pts against it, so waived technical examination.

Route:
6th March: Houston-Brenham-Giddings
7th March: Giddings-Austin-San Antonio
8th March: San Antonio-Corpus Christi
9th March: Corpus Christi-Beeville-Goliad-Cuero-Victoria
10th March: Victoria-Edna-El Campo-Richmond-Houston

C.W.MacPherson was seriously injured 18 miles out of Houston (near Satsumi) when the car he was a passenger in skidded and overturned. He sustained five broken ribs and other internal injuries – he was also briefly knocked unconscious. The car in which he was riding was an unofficial participant in the Bering Cup Endurance Run. The car was an Overland.

Atlantic-Pablo Beach, Jacksonville, FL

19th March 1911

FP	#	Driver	Car	Time
1 mile				
		Bob Burman	Benz 250 hp	0:00:28.40

This appears to have been practice for the race meeting held a week later at the same venue.

Los Angeles Motordrome, CA

19th March 1911 – Playa del Rey

FP	#	Driver	Car	Time
100 miles – Match Race				

1	Teddy Tetzlaff	Lozier	1:14:29.2
2	Ralph de Palma		93.5 miles

This beat Harroun's previous 100 mile record of 1h16m21. Intermediate times were 25 miles at 18m22.6, 50 miles at 36m35.8, and 75 miles at 54m50.2.

Atlantic-Pablo Beach, Jacksonville, FL

26th-31st March 1911

FP	#	Driver	Car	Time

26th March – Practice Day
Louis Disbrow was driving a Pope-Hammer at 80 mph when the left front wheel hit a small puddle, throwing passenger F.C.Fincke from the vehicle. His fall was broken by his foot catching in the oil pump, and he only sustained light injuries.

27th March
A stiff northeasterly wind and a downpour of rain caused the days events to be postponed until the 28th.

28th March: 20 miles – Class E, Cars 600 ci and under

1	Charles Merz	National	0:14:58
2	Louis Disbrow	Pope-Hartford	0:15:05
3	Howard Wilcox	National	

28th March: 1 Hour race – Cars 301-450 ci, 2000 lb minimum weight

1	Louis Disbrow	Pope-Hartford	
2	Howard Wilcox	National	
3	Merz	National	

28th March: 1 Hour race – Cars 231-300 ci, 1700 lb minimum weight

1	Hughes	Mercer	
2	Lewis Strang	Case	
3	Howard Wilcox	Cole	

28th March: 1 Hour race – Cars 161-230 ci, 1400 lb minimum weight

1	Tower	Warren-Detroit	
2	Tuelter	Cole	
3	Cohen	EMF	

Note: The 100 mile race and 1 hour races for the three different classes were run concurrently.

28th March: 5 miles – Class D, Free-for-all

1	Howard Wilcox	National	0:03:13.27
2	Bob Burman	Mercedes	0:03:14.26
3	Louis Disbrow	Pope-Hartford	

The tide turned after this event, causing the other events of the day to be postponed.

29th March: 5 miles – Class B, 161-230 ci cars, for the National Beach Championship

1	Tower	Warren-Detroit	0:04:24.12
2	Evans	Warren-Detroit	0:04:37.53
3	Rouse	Lancis	0:04:55.10
4	Tucker	Cole	0:05:17.10
5	Robertson	EMF	0:05:17.37

29th March: 5 miles – Cars 231-300 ci

1	Hughes	Mercer	0:04:14.55
2	Wilson	Cole	0:04:45.92
3	Tucker	Cole	0:05:16.12

29th March: 10 miles – Class B, 301-450 ci

1	Merz	National	0:08:36.7
2	Howard Wilcox	National	0:08:40
3	Louis Disbrow	Pope-Hartford	

29th March: 10 miles – Cars 231-300 ci

1	Wilson	Cole	0:08:16.38
2	Hughes	Mercer	0:08:25.28
	no other entries		

29th March: 10 miles – Class D, Free-for-all

1	Howard Wilcox	National	0:07:00.00

2	Bob Burman	Buick	0:07:40.27
3	Louis Disbrow	Pope-Hartford	0:07:49.96

29th March: 10 miles – Class D, Free-for-all Handicap

1	Hughes	Mercer	0:10:10.50
2	Wilson	Cole	0:10:14.14
3	Louis Disbrow	Pope-Hartford	0:10:30.78

29th March: 10 miles – Class D, Free-for-all Handicap (re-scheduled from the 28th)

1	Howard Wilcox	National	0:10:09.63
2	Louis Disbrow	Pope-Hartford	0:10:09.99
3	Wilson	Cole	0:10:28.30

29th March: 1 km - Record Trials

	Wilcox	National	0:00:22.75
	Bob Burman	Benz	0:00:19.26

30th March: 5 miles – Open, 161-230 ci

1	George De Witt	EMF	0:04:20
2	Tower	Warren-Detroit	0:04:25
3	Rouse	Lancia	
4	Tucker	Cole	
5	Cohens	EMF	
6	Evans	Warren-Detroit	

30th March: 5 miles – Open, 301-450 ci (Class B)

1	Howard Wilcox	National	0:03:58.82
2	Hughie Hughes	Mercer	0:04:18.98
	Only starters		

30th March: 10 miles – Open, 161-230ci (Class B)

1	Tower	Warren-Detroit	0:09:10.52
2	Rouse	Lancia	0:10:13.14
3	Tucker	Cole	
4	Evans	Warren-Detroit	

30th March: 10 miles – Open, 600ci or under, minimum weight 2800 lbs (Class E)

1	Louis Disbrow	Pope-Hartford	0:07:42.39
2	Howard Wilcox	National	0:07:54.21
3	Merz	National	
4	Haycroft	Marquette-Buick	
R	Bob Burman	Benz	

30th March: 20 miles – Free-for-all

1	Bob Burman	Buick Bug	0:13:11.92
2	Louis Disbrow	Pope-Hartford	0:15:24.52
3	Merz	National	
R	Howard Wilcox	National	

30th March: 10 miles – Free-for-all, Handicap

1	Rouse	Lancia	0:10:13.79
2	Wilson	Cole	0:10:16.00
3	Louis Disbrow	Pope-Hartford	
4	Merz	National	
5	Haycroft	Marquette-Buick	
6	Howard Wilcox	National	
7	Tucket	Cole	
8	George De Witt	EMF	
R	Bob Burman	Darracq	

30th March: 1 mile – Record Attempt

	Bob Burman	Benz	0:00:36.35
	Howard Wilcox	National	0:00:40.32
	Hughie Hughes	Mercer	0:00:48.30

31st March – 300 miles

1	Louis Disbrow	Pope-Hartford	3:53:33.5
2	Merz	National	4:15:19.0
3	Hughie Hughes	Mercer	3:57:51, 270 miles
4	Lewis Strang	Case	4:10:10, 270 miles
R	Howard Wilcox	National	2:48:00, 180 miles
R	Wilson	Cole	1:04:45, 70 miles
R	Haycroft	Marquette-Buick	0:42:46, 50 miles
NS	Bob Burman	Benz	

Burman didn't start, as he was still fuelling his car when the race started at 11am. Strang protested the award of third place to Hughes, as he claimed that he had completed a greater

distance when starter Fred Wagner stopped the race. Strang had passed Hughes who had broken down three miles from the tape at the race end, but the timers took their records from the 270 mile distance.

Los Angeles Motordrome, CA

8th-9th April 1911 – Playa del Rey: 1 mile wood oval

FP	#	Driver	Car	Time
24 hour race - Free-for-all				
	1	Frank Verback/Valentine Hush	Fiat	1491 miles, 62.5 mph
	2	George Adair/G.T.Burdett	Cadillac	1448 miles
	3	Louis Edmonds/John Jenkins	Cole 30	1219 miles
	4	J.D.McNay/C.J.Carter	Cutting	1186 miles
	5	"Scoot" Miller/G.C.Kelley	Warren-Detroit	1167 miles
	6	"Slim" Spelgel/Demitri Barry	Croxton	1153 miles
	7	Guy Bell/O.A.Walling	Schacht	1013 miles
	R	W.J.Lacass/Harvey Perry	EMF	
	R	Joe Nikrent/George Benedict	Velie	
	R	Jim Fouch/Harry Fouch	Cameron	

The Cole broke two pairs of cylinders and pitted for two hours to make repairs.

Daytona Beach, FL

22nd April 1911 – Beach Course

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Bob Burman	Benz	0:00:26.12
		Bob Burman	Benz	0:00:26.25
		Bob Burman	Benz	0:00:26.33
1 km – Record Attempt				
		Bob Burman	Benz	0:00:16.27, 141 mph
		Bob Burman	Benz	0:00:16.37

Held under the auspices of the Florida East Coast Auto Association. Once Burman set these times, race promoter E.A.Morross closed a contract with Burman to drive his Benz in race meets on one mile tracks in all of the big cities in the country.

Oakland Motordrome, CA

23rd April 1911 – ½ mile wood circle

FP	#	Driver	Car	Time

Known entrants:
Louis Disbrow
Howard Wilcox
Dave Lewis
Bert Dingley

Oakland Motordrome was constructed at the end of 1910, and was due to open for the first races on the 28th January 1911. These were rained out, and so were the rescheduled races on the 4th February. The first races were then postponed until these on the 23rd April.
A 24 hour race was scheduled to take place on the track the following weekend of the 29th-30th April, but this was postponed due to a lack of entries. The Cole Car Company of Indianapolis had shipped over two cars for Johnny Jenkins and Bill Endicott to compete in this race, and the postponement prompted company president J.J.Cole to issue the following challenge:
"Challenge issed to all automobile dealers in San Francisco, Oakland and vicinity.
Gentlemen,
The 24 hour race which was to have been run at Oakland Motordrome, April 29 and 30, and was so advertised, has, as you know, been indefinitely postponed, the Motordrome management claiming that sufficient entries could not be obtained to justify going on with the event. Presuming, from the assurance of the Motordrome officials, that the race would be held, the Cole company has been put to considerable expense in moving cars by express and maintaining a race car crew in San Francisco for the purpose of entering the race. We believe that every one should give

the race track officials every co-operation. They have been put to a big expense and the public is anxious to see tha race. Now, the Motordrome officials have given as the reason for postponement, insufficient entries, and, as several automoble dealers have in their respective places of business race cars, either specially built or stock models, now, therefore, in the best spirit, good faith and sportsmanship, and that the public may not be disappointed, we invite any car or cars represented in this market and sold for $2500 or less to enter a 24 hour endurance run, to be held on the Oakland Mototdrome May 13 and 14 next, providing such a race can secure the sanction of the AAA. It is understood that the price restriction above mentioned does not bar any car, whatsoever its price may be. Your early attention and immediate reply is expected."
The challenge doesn't appear to have been taken up, and the race doesn't appear to have taken place on the dates given.

Greenville, SC

May 1911 – Hillclimb

FP	#	Driver	Car	Time
Class ?				
1		John A.Bailey	Cadillac	

Savannah-Charlotte Endurance Run, GA-SC

9th-11th May 1911

#	Entrant	Car	Driver	Remarks
	W.P.Durst	Maxwell Model I	W.P.Durst	Perfect score - won Charlotte Observer Trophy
		Maxwell 30 hp	J.H.Ham	Won the State Trophy offered by the city of Columbia.
	Leo H.Browne	Lozier 80 hp		
		Buick Model 39		Won class, awarded Augusta Chronicle Silver Cup.

Columbia Hillclimb, SC

1		Buick 39
2		Buick 21

The hillclimb was held en-route. The event as a whole was open only to members of the Savannah Automobile Club.

Latonia Horse Track, KY

13th-14th May 1911 - 1 mile dirt oval

FP	#	Driver	Car	Time
13th May: 1 Hour Race				
1		Barney Oldfield		
R		Bill Endicott	Cole Wizard	accident

Endicott was involved in an accident with three cars, and was thrown from his vehicle. He picked himself up and ran back down the track to signal the other drivers and prevent an accident. Dr James Swanton wrote a letter to Endicott after the event, which was published in the press, asking for permission to put him forward for a Carnegie Medal for his actions.

14th May: 15 miles - Non-stock Class C, for the Enquirer Trophy

	Johnny Raimey	Cino	
	Hilliard	Buick	
R	Bill Fritsch	Buick	10 laps/accident
R	Lee Frayer	Firestone-Columbus	10 laps/accident

Fritsch collided with Frayer on the 10th lap and was taken to hospital with his injuries. The race was called off a lap later.

14th May: 5 miles - Class C

1	Hilliard	Buick	0:06:10.6
2	Meddock	Empire	
3	Oberting	EMF	

14th May: 1 mile - Track Record Attempt

	Johnny Raimey	Cino	0:01:00.4

14th May: 10 miles - Non-stock Free-for-all Handicap

1	Johnny Raimey	Cino	0:10:50.4	*scratch*
2	Fulton	Marmon		*scratch*
3	Hilliard	Buick		

14th May: 15 miles - Class C Free-for-all, for the Commercial Tribune Trophy

1	Johnny Raimey	Cino	0:16:06.4
2	Donnelly	Cino	
3	Strong	Schacht	

During the races a colored boy named George McRoberts, 19, went bathing in the small lake in the center of the track and was drowned. Bill Endicott didn't compete on the 14th due to illness.

Four Leaf Clover Run, DC-MD

15th-18th May 1911

#	Entrant	Car	Div.	Driver	Observer	Remarks
1	Imperial Motor Company	White	5A	E.A.Garlock		Did Not Start.
2	Barnard Motor Company	Stoddard-Dayton	5A	Clarence Barnard	W.S.Friend	Won Division 5A, 204 pts.
4	United Motor Washington Company	Columbia	6A			Did Not Start.
5	Reo Auto Company	Reo	2A	Frank Stewart	Whitney Leary	Retired.
6	Reo Auto Company	Reo	3A	M.Hutton	James Cooley	5th overall, 101 pts.
7	J.H.Ebersole	Marion	2A	Harry Cunningham	M.Gilmore	Collided with the pilot car on the last day near Leonardtown. Had been on a perfect score up to this point.
9	Buick Motor Company	Buick	3A	Stanley Mortimer	J.R.Cashman	330 pts.
10	Miller Bros	Ford	1A	H.G.Machen	Charles F.Kling	Won Division 1A, and the overall sweepstakes. Penalised 3 pts for one engine stall.
11	Miller Bros	Velie	4A	Charles E.Miller	John Hall	Won Division 4A, 3rd overall, 88 pts.
12	H.B.Leary Jr	Hudson	2A	H.B.Leary Jr	J.J.Campbell	Retired.
13	Norman S.Bowles	Warren-Detroit	3A	F.J.Barber	A.Ward Evans	2nd, 55 pts.
14	Wilson Company	KRIT	1A	I.A.Waterman	Dr Miller	Retired - accident.
15	Carter Motor Car Corporation	Washington	5A			Did Not Start.
16	Carter Motor Car Corporation	Washington	5A			Did Not Start.
17	Frank H.White	Apperson	4A	Frank White	Charles Flagg	Retired.
18	E.H.Clarke	Regal	2A	E.H.Clarke	Matthew Trimble Jr	Won Division 2A, 4th overall, 129 pts
19	R.S.Allen	Cole 30		Cleveland Campbell	Harry D.Benner	278 pts.
	Wilson Company	KRIT		I.A.Waterman		Non-contestant. Started once the above KRIT retired and Mr Wilson returned to the start to begin again.
A	Pope Automobile Company	Matheson		W.B.McBurney		Pilot car. H.E.Duckstien was the pilot.
		Apperson		James Orme		Carried event referee.

C		Stoddard-Dayton		Frank Boyd Olmstead		Checker of the run, carried the chief observer. Olmstead was known as "Cutey".
D	Firestone Tire Agency	Packard				Starters.
E	Rambler Auto Company	Rambler				Press car. Didn't show up.
	Harry Williams	Maxwell				Press car. Replaced the Rambler.

Route:
Day 1: Washington, Frederick, Emmitsburg, Gettysburg (noon control), Littlestown, Westminster, Taylorsburg, Mount Airy, Washington. 152.4 miles.
Day 2: Washington, York, Washington. 179 miles
Day 3: Washington, Hagerstown, Washington. 153 miles.
Day 4: Washington, Leonardtown, Washington. 114 miles.

Before the event, trouble was experienced with the AAA who advised the Automobile Club of Washington (ACW) who were running the event that only five of the cars entered were eligible. The ACW advised the AAA that the run would be conducted anyway, and on the Monday before the event they received a telegram that all entrants would be considered eligible without the payment of a registry fee. The Washington autoists considered this to be an important victory over the AAA.

The #18 semi-racing Regal overturned near York, PA, on day 2 when it tried to avoid a farmer and his team of horses. Trimble's wife died from her injuries caused by the accident. Event referee W.D.West was seriously injured when he was struck in the breast by a toll gate.

Birmingham, AL

24th May 1911 – 1.5 mile hillclimb

FP	#	Driver	Car	Time
Free-for-all				
1		Howard A.Bauer	Oakland 40	
301-450ci stripped chassis				
1		Howard A.Bauer	Oakland 40	

The course was over 22 turns.

Sable Speedway, CO

30th May 1911 – 3 miles

FP	#	Driver	Car	Time
300 miles				
1		McMillan	National	3:30:30
2		Thorley	Ford	3:51:40
3			Oakland	3:52:06
4		Jackson	Michigan	
R			Warren-Detroit	43 laps
R			Warren-Detroit	43 laps
R			Everett Special	26 laps/broken axle
R			Apperson	15 laps/con-rod bearing
20 miles – For non-track cars				
1		Ford	Overland	0:27:02
2		Davison	Overland	
3		Fitzpatrick	Stearns	

Practice for the event was held on the 27th May. Robert W.Bean was driving a Studebaker stock car at around 50 mph when his car suddenly swerved to the right. He attempted to correct the car, but it swung around and shot off course, throwing mechanician Otto E.Manglitz from the car as it turned over, and crushing Bean on landing. Harry Ball was practicing at the same time in an Apperson Jackrabbit, and when he hit the same spot as Bean his car too swerved off the track, but in the opposite direction. His car left the ground, throwing mechanician Lee Bert Roberts and the driver from the car.
The races were run by the Denver Motor Club.

Llano, TX

7th June 1911

FP	#	Driver	Car	Time
5 miles				
1		Lee Jernigan	Maxwell	

This was on the second day of the Llano County Fair.

Algonquin, IL

8th June 1911 – Hillclimb

Jayne's Hill				
1		Eddie Hearne	Benz	0:00:16.6
Philip's Hill				
1		Len Zengle		0:00:28.0

4th Shingle Hill Hillclimb, CT

10th June 1911 – New Haven, Yale Hillclimb

FP	#	Driver	Car	Time
Large Cars				
1		David Bruce-Brown	Fiat	0:00:45.29
2		Fred Belcher	Knox	0:00:51.74
Small Cars (160-230 ci)				
1		Ellsworth Smith	Ford	0:01:13.25

Hawthorne Track, IL

10th-11th June 1911 – Sand surfaced oval

FP	#	Driver	Car	Time
10th June: 5 miles – Cars 161 ci or under				
1		Frank Kulick	Ford Spider	0:05:35.40
10th June: 5 miles – Cars 161-230ci, Heat 1				
1		Raimey	Cino	0:05:28.20
R		Maurice Basle	Abbott-Detroit	rolled
R		Jagersberger	Case	blew tyre/rolled

It was reported that the fences had not been moved back thirty feet from the edge of the track as AAA rules required, but were located around the edge of the track – the turns were also deeply rutted and soft. Possibly as a result Maurice Basle crashed through the fence in one of the turns, overturned and died an hour later – Maurice was the brother of Charles Basle. Minutes leter Jagersberger went through the fence a few feet further along, and was thrown from his car and knocked unconscious – it was thought he was dead. The AAA official who had pronounced the track safe then stopped the races, and sent out Burman and De Palma to each drive an exhibition mile in order to pacify the crowd. The track was repaired and races were able to continue the following day.

10th June: 1 mile – Exhibition				
		Ray Harroun	Marmon Wasp	no time given
		Bob Burman	Blitzen Benz	0:00:58.40
		Ralph De Palma	Simplex	0:00:56.60

11th June

In the second race a car went through the fence at what was now being called "Death Turn". The officials immediately called the race and the rest of the events off.
The coroner investigating the deaths, one Coroner Hoffman, said "I am getting sick and tired of these unnecessary automobile and motorcycle races. They have got to be stopped. If the facts warrant, someone will get into trouble over the races Saturday."

Omaha Speedway, NE

11th June 1911 – 5 hour endurance race

FP	#	Driver	Car	Time
1		B.C.Russell	Franklin	236 miles
2		McNay	Cutting	
3		Carl Smith	Hupmobile	
R		L.Nygaard	Cadillac	

After developing tyre trouble, Nygaard's Cadillac left the track and rolled down an embankment. Nygaard fractured his collarbone, and his mechanician, brother F.Nygaard, fractured his skull.

Chicago-Janesville Reliability Run, IL/WI

14th-16th June 1911

#	Entrant	Car	Driver	Remarks
		National	A.Ortmayer	Got into trouble with the police at Maywood.
		Marion		
		Chalmers		Penalised for tyre trouble.
		Cole		
		Cole		
		Cole	Harry Knight	Press car
		Stearns		Penalised for tyre trouble
		Oakland		Penalised for tyre trouble
		Locomobile		Pace maker

Run by the Chicago Athletic Association and the Chicago Motor Club. In advance of the run, there were 20 cars entered, 5 of them were Cole's. On the 15th, the National driven by Ortmayer reached the noon-control at Marcargo one and a half hours ahead of time, and had to leave his engine running until it was time to check in. Heavy rain made the course very muddy on the 16th, and 12 miles from Janesville the Locomobile pacemaker (and referee's car) went into a ditch. The Cole press car, with barbed wire as a row rope, pulled the Locomobile from the ditch and then a further mile through mud. Referee N.H.Van Sicklen transferred his title to the Cole press car.

Poland Spring, ME

17th June 1911 – Hillclimb

FP	#	Driver	Car	Time
1		Fred Belcher	Knox	0:00:48.2

Kenosha Motordrome, WI

18th June 1911 – Dirt oval

FP	#	Driver	Car	Time
5 miles – Class C, 161-300 ci				
1		Farr	Buick	0:05:56
2		H.J.Mustain	Warren-Detroit	0:06:10
R		Lewis Strang	Case	accident

Strang's rear tyre blew and he went through the fence, braking an arm and dislocating an ankle. The fence was not 30 ft from the track, and was just a 12 foot high board fence as used at baseball parks, not as per AAA spec. The entire Case team withdrew after this accident to Strang.

10 miles – Class C, 301-600 ci				
1		Ralph De Palma	Simplex	0:11:06
2		Brad Kent	Buick	0:11:20.6
3		Billy Knipper	National	0:11:48
4		W.H.Farr	Buick	0:11:50

1 mile – Exhibition

	Bob Burman	Mercedes	0:01:03.4	

2 miles – Exhibition

	Billy Knipper	Benz 110	0:03:03	

1 mile – Exhibition

	Bob Burman	Benz	0:00:55	

10 miles – Class E, 600ci and under handicap

1	Ralph De Palma	Simplex	0:11:19	*scratch*
2	Brad Kent	Buick	0:11:28.4	*10s handicap*
3	H.Burt	Buick	0:11:49	*30s handicap*

2 miles – Match Race

1	Bob Burman	Mercedes	0:02:17	
2	Billy Knipper	Benz 110	0:02:17.2	

50 miles – Cars 231-300 ci and 301-600 ci (Classes ran together)

	Ralph De Palma	Simplex	0:57:45	1st Class A
	D.F.Borusch	Warren-Detroit	1:00:04	1st Class B
R	Brad Kent	Buick	38 laps/clutch	
R	W.H.Farr	Buick	9 laps/tyres	
R	Billy Knipper	National	5 laps/tyres	

This was the opening meeting of the Motordrome.

Iowa Little Glidden Tour, IA

19th-22nd June 1911 – 650 miles

Car	Driver	Remarks
Flanders 20		Perfect road score.
Flanders 20		Perfect road score.
Flanders 20		Perfect road score.
Hudson 33	William Meyer	Pilot car. Meyer was President of the Hyperion Motor and Field club.
Hupmobile	Roy C.Perkins	Won Class 1A Trophy.
Cadillac	D.S.Kruidenier	Perfect road and technical score, so won the overall sweepstakes prize as well as class.

Route:
Day 1 – Des Moines, Iowa City, Davenport: 200 miles
Day 2 – Davenport, Dubuque, Clear Lake: 150 miles
Day 3 – Clear Lake, Waterloo, Mason City
Day 4 – Mason City, Eagle Grove, Webster City, Des Moines

Small cars had to keep to an average of 16 mph, medium priced cars to an average of 18 mph, and the highest priced cars to an average of 20 mph.

Milwaukee State Fairgrounds, WI

20th-21st June 1911 – 1 mile dirt oval

FP	#	Driver	Car	Time
20th June: 5 miles – Class C, Non-stock, cars 161-230 ci				
1		Kulick	Ford	0:04:39.18
2		Boursch	Warren-Detroit	
3		Mustain	Warren-Detroit	
20th June: 5 miles – Class C, Non-stock, cars 231-300ci				
1		Walter Donnelly	Cino	0:04:55.06
2		Rainey	Cino	
3		Jaggersberger	Case	
20th June: 10 miles – Class C, Non-stock, Cars 301-450 ci				
DQ		Kulick	Ford	

1	Lake (or Fahr?)	Marquette-Buick	0:10:47.17
2	Fox	Pope-Hartford	

Kulick won, but was disqualified for having an undersized engine!

20th June: 10 miles – Class E, Special event open to Class C non-stock 451-600 ci cars

1	Ralph De Palma	Simplex	0:10:20.42
2	Hearne	Fiat	

20th June: 5 miles – Flying start

1	Bob Burman	Mercedes
2	Billy Knipper	Benz
3	Ralph De Palma	Simplex

20th June: 10 miles – Handicap, Class C free-for-all

1	Boursch	Warren-Detroit	0:10:15.50
2	Purse	FAL	

20th June: 50 miles – Class E, up to 600 ci, 2300 lbs minimum weight

1	Ralph De Palma	Simplex	0:51:48.11
2	Hearne	Fiat	
3	Hughes	Mercer	

20th June: 3 miles – Record Attempt

	Billy Knipper		0:02:43.78

20th June: 1 mile – Record Attempt

	Bob Burman	Blitzen Benz	0:00:50.15 (track record)

21st June: 5 miles – Non-stock, Cars 231-300 ci

1	Raimey	Cino	0:04:57.26
2	Jaggersberger	Case	
3	Hughes	Mercer	

21st June: 20 miles – Class E, Special event open to Class C, 301-600ci

1	Ralph De Palma	Simplex	0:19:41.15
2	Eddie Hearne	Fiat	
3	McNay	Cutting	

21st June: 5 miles – Class D, Free-for-all non-stock, Flying start

1	Bob Burman	Mercedes	0:04:40.75
2	Billy Knipper	Benz	

21st June: 10 miles – Class E Handicap

1	Pearse	FAL	0:10:40.96
2	Hughes	Mercer	

21st June: 50 miles – Class E

1	Ralph De Palma	Simplex	0:50:52.75
2	Kulick	Ford	
3	Jones	Case	
R 15	Walter Donnelly	Cino	40 miles/fatal accident

Donnelly lost his right rear tyre, causing his car to skid and go through the side fencing. Donnelly's skill was fractured when he was thrown against a post.
This race consisted of two races run concurrently, one for 161-300ci cars, and the other for 301-600 ci cars.

21st June: 2 miles - Record Attempts

	Bob Burman	Blitzen Benz	0:01:46.07

St.Louis Reliability Run, MO

July 1911 – 138 miles

The exact date of this event is unknown – it was described as "recent" in a newspaper report on the 30th July. 24 cars started the run, which took part during a downpour after a week of rain. A Mitchell T won the touring car class 995 points, 6 points more than the next touring car. The winning roadster had 995 points.

Agricultural Park, NV

2nd July 1911 – Reno

FP	#	Driver	Car	Time
3 miles – Overland Cup				
1		Hamlin	Overland	0:03:23
2		Johnson	Buick	
		Becker	Ford	
		Lund	Reno	
15 miles – Gazette Cup				
1		Burns	Pope-Hartford	0:19:01
		Logan	Winton	
		Rebory	Thomas Flyer	

Fastest Lap: Pope-Hartord, 1m11.2

5 miles – Chancelor & Lyon Cup				
1		Colonel Lundy	Dorris	
2		Payne	Rambler	
3		Werrin	Winton	

At the first start, the Dorris and Rambler got underway, with the Winton not moving. The judges ordered a new start, and although everyone started, the Rambler couldn't select high gear. Lundy won the race, but he expressed w illingness to re-run the race. He did, and the Rambler won, but the judges wouldn't award the Rambler the cup. Lundy got plenty of shouts of approval from the crowd for his sportsmanship though. The Rambler's time was 6m25.

5 miles – Touring Cars, for the Heldtman Cup				
1		Logan	Winton	0:07:11
2		Hamlin	Dorris	
R		Lundy	Locomobile	0 laps/burst tyre
15 miles – Free-for-all, for the Bert Nixon Cup				
1		Lundy	Dorris	0:18:38
R		Payne	Rambler	3 miles/engine

Brighton Beach Motordrome, NY

3rd-4th July 1911 – 1 mile dirt oval

FP	#	Driver	Car	Time
3rd July: 60 miles				
1		Ralph De Palma	Simplex	0:59:21.37
2		Hughie Hughes	Mercer	
3			Marion	
R		Louis Disbrow		56 miles/accident

Disbrow's front tyre blew, and he crashed into the fencing.

3rd July: 1 mile – Record Attempt, Standing Start				
		Bob Burman	Blitzen Benz	0:00:49.50
3rd July: 1 mile – Record Attempt, Flying Start				
		Bob Burman	Blitzen Benz	0:00:49.36

On the 3rd July, E.H.Frey (Mercer) swerved to avoid a car stopped in front of him. He went through the paddock fence and overturned, the car rolling on top of him. He died later in Coney Island Hospital.

4th July: 1 mile – Record Attempt				
		Bob Burman	Blitzen Benz	0:00:48.72

The Washington Post stated that this was a new world record for 1 mile.

4th July: 3 miles - Heat 1, Remy Brassard Trophy				
1		Bob Burman	Blitzen Benz	
4th July: 3 miles - Heat 2, Remy Brassard Trophy				
1		Bob Burman	Blitzen Benz	0:02:37.38
4th July: 10 miles				
1		Len Zengle	National 600 ci	

4th July: Australian Pursuit

1	Len Zengle	National

4th July: 50 miles

1	Louis Disbrow	Pope-Hartford

4th July: 5 miles

1	Cyrus Patschke	Benz

4th July: 5 miles

1	Tyron	Correja

4th July: 5 miles

1	Tower	EMF

Practice for this meeting saw a spate of fatal accidents. On the 2nd July, the front wheel of the car driven by Andrew C.Daus collapsed, causing the car to overturn. Mechanican Theodore Taylor was caught underneath the car and killed. On the 1st July, Fred (or Charles) Robinson skidded, hit an oil sprinkler and overturned, killing the driver. Both accidents happened at what was subsequently named Death Dip. The number of fatal accidents led to calls to ban motor racing on horse tracks.

Alton Driving Park, IL

4th July 1911

FP	#	Driver	Car	Time
5 miles				
1		Winters	Dorris	0:08:09
R		James Chessen	Buick	

A race between two St Louis cars was also scheduled, but only one showed up and it succumbed to engine trouble during its run.

Tevis Trophy, Bakersfield, CA

4th July 1911 – 12 mile road course

FP	#	Driver	Car	Time
1		Harvey Herrick	National	

Elm Ridge, MO

4th July 1911

FP	#	Driver	Car	Time
5 miles (1 mile x 5 laps) - Buick Trophy, Free-For-All				
1		Jack McLain	Velie H1 Racytype	
Board of Trade Trophy				
R		Jack McLain	Velie H1 Racytype	threw a tyre

Oshkosh Driving Park/Combination Park, WI

4th July 1911 – 10 miles: City Championship

FP	#	SP	Driver	Car	Time
1		3	"Stormy" Doemel	EMF	0:24:05.5
2		1	Harry Ziebell	Ford	
R		2	"Sliver" Donnelly	Everett 90	17 laps/rear wheel

The EMF broke down on the 13th lap, but rejoined and won when the Everett broke down. The Ford had to pit on lap 8, but also rejoined. The EMF and Everett were entered by the Thom Automobile Company, and the Ford by the McKone Auto Company.

Port Jefferson Hillclimb, LI

4th July 1911

FP	#	Driver	Car	Time
Event 5 – Gasoline Stock cars, $2001-$3000				
1		Don Herr	National	
Event 6 – Free-for-all, for the Ardencraig Trophy				
1		Don Herr	National	
Event 11 – Cars 301-450 ci				
1		Don Herr	National	
Event 13 – Cars 451-600 ci				
1		Don Herr	National	
Event 15				
1		Don Herr	National	

In a Buick advert, it was stated that a "Buick made 29% better than any other car in its class and better time than any $3000 stock car." A Lion 10 won its class.

York PA

4th July 1911 – ½ mile oval

No reports of the actual races have been found, but the consequences of the race meeting were reported as it involved the AAA. It was announced that the entrants to the races at the fair track, together with the York County Automobile Association under whose auspices the event was held, H.P.Hardesty the official starter, and the York County Agricultural Society which granted permission for the contests to be held on its grounds were all disqualified by the AAA and were banned until the 1st January 1912 for running an unsanctioned meeting. As there had been no action taken following the meeting held in 1910 (again, no results of this meeting have been found), many local enthusiasts blamed the action of the AAA on some disgruntled drivers, while others blamed the big machines which raced in 1911 and dominated some of the races. The local press also reported that "it is said that the AAA does not sanction races on half mile tracks."

Taylor, TX

7th July 1911 – ½ mile banked dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Ben Johnson	Marmon	0:07:59.25
10 miles				
1		C.Nelson	Buick	0:15:??
2		Sam Cunningham	Jackson	
1 mile – Record Attempt, Flying Start				
1		C.Nelson	Buick	0:01:22
15 miles				
1		Ben Johnson	Marmon	0:21:24.4
2		C.Nelson	Bucik	

This was run by the Taylor Fair Association on the last day of the 30th annual exhibition of the association.

Potlatch Hill, WA

17th July 1911 – Seattle: 7/8 mile hillclimb

FP	#	Driver	Car	Time
Class ?				

1 Everitt 30

Free-for-all
1
2 Everitt 30

Cleveland News Endurance Run, OH

17th-19th July 1911 – 533 miles

#	Entrant	Driver	Car	Remarks
		E.McCoy	Brush runabout	
		Mrs Fred C,Wiid	Oldsmobile 6 cylinder	
		Joe Gardham	Everitt 30	Won, pefect score.
		Bauer	Oakland 40	Perfect score
		C.D.Paxton	Jackson	
		W.H.Lytle	Ford	
		L.B.Moore	Regal	
			Oakland	Perfect score

There were 28 entrants.

Route:
Day 1: Cleveland-Alliance-Wheeling
Day 2: Wheeling-Zanesville-Newark-Columbus
Day 3: Columbus-Marion-Mansfield-Cleveland

Wisconsin Automobile Association Reliability Run, WI

17th-22nd July 1911 – 1000 miles

#	Entrant	Driver	Car	Observer	Remarks
1		Augustus Jonas	Cadillac	E.J.Kettlehut	
2		Emil Hokanson	Buick	John E.Nelson	
3		D.Necallogo	Buick	Homer Davis	
4		Munson	Buick	O.L.Schaeffer	
5		A.J.March	Reo	Percy Pybus	
6		W.H.Diener	Ford	Dr Otto Kloehn	
7		Champion	Imperial	Dr H.S.Roby	
8		Harry Bisbee	Imperial	Lynn Alderman	
9			Krit		
10		Will Jones	Case		Perfect score
11		Charles Merz	National	W.R.Read	
12		John Heber	Overland	J.E.Zimmer	
13		J.D.Babcock	Franklin	P.F.Welrich	
14		C.H.Delafield	Regal	J.A.Smith	
15		R.D.Reckstead	Warren-Detroit	Charles Johnson	
16			Franklin		
17			National		
19			Petrel		Withdrawn
101			Kissel Kar		Withdrawn
102		C.Hackadorf	Auburn	Ed Dusold	
	Emil Schandein		Palmer-Singer		Accident. Assistant Secretary of the run.
		W.G.Kellogg	Rambler		Press Car
		Lewis Strang	Case		Carried the technical committee. Crashed.
			White		Pilot Car

Also completing the run were a confetti car, another press car and a physicians car.

Route:
17th July: Milwaukee-Marinette – 100 miles
18th July: Marinette-Wausau
19th July: Wausau-Stevens Point-Wisconsin Rapids-Marshfield-La Crosse – 203 miles
20th July: LaCrosse-Lancaster – 128 miles
21st July: Lancaster-Janesville
22nd July: Janesville-Milwaukee

The Schandein Trophy was offered for the winner of the private owners' cars section (cars numbered 100 and over).

On the 20th July, Lewis Strang fatally crashed at Blue River, WI. He was attempting to pass a farm wagon when he left the road, crashing over an embankment. He wasn't travelling at speed, and wasn't competing. His three passengers, J.W.Tufts, Lester A.Clark and Joe Jaggersberger, who acted as mechanician, jumped clear.

The pacemaking car was lost on the morning of the 20th trying to get out of La Crosse, and the start of the event was delayed one and a half hours until local cars could set the car right.

An Imperial Model 44 won the event overall.

III Annual Endurance Run of the Minnesota State Automobile Association

20th-27th July 1911 – St.Paul, MN – Helena, MT: 1161 miles

#	Entrant	Car	Driver	Remarks
		Flanders		1st in class
		Flanders		2nd in class
		Kissel Kar		Non-registered car, perfect score.
		Kissel Kar		Non-registered car, perfect score.
		Pierce Arrow		Non-registered car
		Packard		Non-registered car
		Marmon		Won event, perfect score.

Also known as the Twin Cities to Helena Reliability Run. The route went through (and the night stops were at) Alexandria, Fargo, Devil's Lake, Berthold, Culbertson, Malta and Great Falls.

Reno-Winnemucca-Reno, NV

22nd-23rd July 1911 – 400 miles: For the Bert Nixon Cup

FP	#	Driver	Car	Time
1		Ben Dickinson	Buick	18:20
2		Colonel C.A.Lundy	Dorris	

The race ran from the Reno Evening Gazette office to the Humboldt Star office in Winnemucca and return. The first car was to start at 5 am on the 22nd July, with a night stop at Winnemucca – the second car was to start 45 minutes later. The cars were to leave Winnemucca at 5 am on the 23rd July, again with the second car starting 45 minutes later.
Both cars carried riding mechanics and observers – Dickinson's mechanician was Frank Murray, and his observer was W.M.Gardiner. Lundy's observer was Blakesley, and rumour had it that he would protest the result on the grounds that both cars had had to use outside power on the road and that both should have been disqualified. The Buick wasn't protested, and Lundy burnt out his clutch on the way to Winnemucca, a new one being sent out that evening. After the car was repaired, he left Winnemucca but took the wrong road, and had to spend a night at Imlay as a result. He returned to Reno on he 25th July.
Lundy took out a full page advert in the Reno Evening Gazette on the 26th July to paint a different view of what happened. It said "It's not hard to beat a dead one. That was the condition of the Dorris when her clutch burned out. Did you notice the difference when she was alive? One hundred and twenty miles to Oreana Hill in four hours and twenty minutes; nearly 28 miles per hour. It took the Buick five hours and twenty minutes; about twenty-three and a half miles per hour. Paced by the Dorris that wonderful Buick made the fastest time of her life, yet she was losing nearly five miles per hour. Without the Dorris for a pace she took three hours and thirty five minutes to make the remaining fifty-nine miles over the best roads of the course. The Dorris had to die that the Buick might win. The Dorris was out of the race at Oreana Hill, disqualified as the slipping clutch made it necessary to help her. Yet she reached Winnemucca without being pulled. The Dorris radiator had no small leak. Her front axle was not slightly sprung. Her body was not loose. The seats did not fall off. The fan pulleys were not broken. The new dry clutch only was not a success. It will not be used again. The old one is good enough."

Centlivre Park, IN

23rd July 1911 – Fort Wayne

FP	#	Driver	Car	Time

Jerry O'Connor
2 "Daredevil" Poinsette

Poinsette ran out of fuel on the last straight. The race was part of the celebrations of the 2nd annual outing and picnic of the Loyal Order of Moose.

Mitchell Endurance Run, IN

27th July 1911 – 100 miles

FP	#	Driver	Car	Time
1		Albert McBride	Brush	
2		Lowell N.Moore	Marmon	
3		Hurley Burton	White Steamer	
4		Mark Moore	Marmon	
5		Calvin Farris	Pierce Arrow	
		W.C.Sherwood	Ford	
		Earl Smith	Ford	
		J.C.Sherwood	Marion	
		F.X.Newman	Ford	
		J.D.Burns	Ford	
		O.R.Matthews	Marion	
		Frank Chapman	Marion	
		W.H.Weitknecht	Marion	
		William Wedner	Ford	
		W.S.Stalley	Buick	
		H.M.Isom	Ford	
		E.F.Moore	Marmon	
		Hugh Perlhizer	Maxwell	
		C.R.Beamen	Maxwell	
		W.Moore	Marion	
		F.Bekenburger	Buick	
		Frank Collier	Marion	
		Holmes brothers	White Steamer	
		George Thompson	Ford	
		A.H.Hostetler	American	
		Bert Wilkinson	Hupmobile	

The run went through Bedford, Brownstown, Salem, Campbellsburg and Orleans. 21 cars started the event. The Brush was owned by the Sherwood & Chastain Automobile Company.

Point Breeze, PA

29th July 1911 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Exhibition Mile				
		Bob Burman		0:00:58.8
10 miles – Handicap				
		Harry Baker	Metz	
			Opal	
			Kline Kar	
			Kline Kar	

Baker struck the Opal, and the following Kline Kar plowed into the wreckage, followed by the second Kline Kar doing the same thing. Charles Winken, mechanician for Baker, was thrown out by the impact and was run over by one of the Kline Kars, breaking his collarbone and sustaining severe internal injuries.

Stanley Avenue Hillclimb, OH

29th July 1911 – Cincinatti

FP	#	Driver	Car	Time
		H.Wilcox	National 50	0:00:25.2
		John Aitken	National	0:00:28.6
		Joe Dawson	Marmon	0:00:28.8

8 events held (five events for Class C non-stock cars, one for automobile club members, two free-for-alls).

St Louis-Kansas City Reliability Run, MO

? August 1911 – 800 miles

Competing cars included a Flanders 30 driven by Scott, Marmon, Cadillac, Hudson, International, Ohio, Buick, Parry, Mitchell and Ford.

The Ford completed the run with a perfect road and technical score, the only car in the roadster division to achieve this. A Flanders 30 was second, scoring 998 points out of a possible 1000. However, after the event the Ford Model T was protested on the ground that it had no right to carry a muffler cut out nor to have its steering gear wound with tape. The referee allowed the protest, and awarded the prize to the Flanders.
The entrant of the Ford car then took the case to the AAA Contest Board, which reversed the decision later that year, awarding the win to the Ford.

Galveston, TX

3rd-5th August 1911 – 10 miles Beach Oval

FP	#	Driver	Car	Time
3rd August: 10 miles				
1	8	Albert Hoffman	Ford	0:11:17.0
2	3	Mortimer J.Roberts	Abbott-Detroit	0:11:24.2
3rd August: 20 miles				
1	18	Len Zengel	National	0:16:47
2	10	George Baker	Pope-Hartford	0:18:00
NA	5	J.W.Munn	National	withdrew
3rd August: 10 miles				
1	4	George De Witt	Cadillac	0:11:07.5
2	6	James Geary	Marion	0:11:19
3rd August: 50 miles (10 miles x 5 laps) - Free-for-all				
1	12	Len Zengel	National	0:42:09.5
2	18	Neal McHugh	National	0:44:57
3	3	Harry Endicott	Interstate Special	0:45:15
4	10	Harry Baker	Pope-Hartford	0:47:40
5	4	George De Witt	Cadillac	0:55:13
6	11	M.A.Holmes	Jackson	0:57:03
7	9	James Geary	Marion	0:57:30
8	8	Albert Hoffman	Ford	0:58:14
R	17	Joe Swain	Cutting	3 laps/mechanical
R	1	Mortimer J.Roberts	Abbot-Detroit Special	3 laps/mechanical
R	15	Ben Johnson	Marmon	1 lap/mechanical

Lap Chart

Lap	Position										
	1	2	3	4	5	6	7	8	9	10	11
1	12	18	3	10	1	17	9	4	8	15	11
2	12	3	18	10	1	17	9	8	11	4	
3	12	18	3	10	1	17	9	8	4	11	
4	12	18	3	10	9	4	8	11			
5	12	18	3	10	4	11	9	8			

4th August: 20 miles (10 miles x 2 laps) – Class B, Division 5B				
1	12	Len Zengel	National	0:18:27.5
2	10	Harry Baker	Pope-Hartford	0:23:45
NS	15	Ben Johnson	Marmon	cylinder trouble
NS	16		Rainier	ineligible for race
NA	18	Neal McHugh	National	DNA
4th August: 20 miles (10 miles x 2 laps) – Class B, Division 2B				
1	3	Mortimer J.Roberts	Abbott-Detroit	0:26:07
2	8	Albert Hoffman	Ford	0:28:32
NS	9	Van Curtiss	Marion	ineligible for race

The contest board upheld the protest filed by Roberts prior to the race that the Ford was ineligible in this class as it was underweight.

4th August: 1 mile – Record Attempt, Flying Start, Class E

1	12	Len Zengel	National Special	0:00:37.8
2	18	Len Zengel	National	0:00:41.0
3	3	Henry Endicott	Interstate	0:00:42.6
4	17	C.E.Linxwiler	Cutting	0:00:48.6
5	1	Mortimer J.Roberts	Abbott-Detroit	0:00:49.0
6	10	Harry Baker	Pope-Hartford	0:00:52.6
7	6	James Geary	Marion	0:00:57.5
8	14	Bud Hamilton	National	0:01:03
9	4	George De Witt	Cadillac	0:01:05
NA	8	Albert Hoffman	Ford	
NA	11	M.A.Holmes	Jackson	
NA	15	Ben Johnson	Marmon	
NA	17	Joe Swain	Cutting	
NA	18	Neal McHugh	National	

4th August: 50 miles (10 miles x 5 laps) – Class E, Amateur Owners Race

1	14	Bud Hamilton	National	
NS	11	M.A.Holmes	Jackson	not an amateur
NS	17	C.E.Linxwiler	Cutting	not an amateur

Hamilton was declared winner without running the race.

4th August: 10 miles – Class G, Electric Cars

1	21	James Collins	Columbus	0:1%:31
2	20	P.G.Pauls Jr	Peacock	0:15:50
R	22	I.H.Kempner	Columbus	1 lap

4th August: 50 miles Free-for-all, Texas State Automobile Association Trophy

1	12	Len Zengel	National Special	0:40:39.8
R	19	Wilcox	National	
R	3	Harry Endicott	Interstate	3 laps/magneto
R	14	Bud Hamilton	National	1 lap
R	17	C.E.Linxwiler	Cutting	1 lap/mechanical
R	9	James Geary	Marion	1 lap/accident
R	18	Neal McHugh	National	0 laps

There was one accident on this day, when James Geary driving #9 Marion hit #275, a touring car driven by E.H.Hulsey. Neither was badly injured, although the cars were seriously damaged.

5th August: 10 miles – Class B, Division 3B

1	4	George De Witt	Cadillac	0:11:09.6
2	9	Van Curtis	Marion	no time/engine trouble
NS	6	James Geary	Cadillac	

5th August: 10 miles – Class B, Division 4B

1	18	Len Zengel	National	0:10:15.8
2	10	Harry Baker	Pope-Hartford	0:10:16
NS	15	Ben Johnson	Marmon	

5th August: 150 miles – Class D, Free-for-all

1	12	Len Zengel	National Special	2:06:06
2	18	William Rader	National	2:10:36
3	3	Harry Endicott	Interstate Special	2:44:15
4	8	Albert Hoffman	Ford	3:01:30
R	4	George De Witt	Cadillac	13 laps
R	11	M.A.Holmes	Jackson	9 laps
R	1	Mortimer J.Roberts	Abbott-Detroit Special	8 laps
R	10	Harry Baker	Pope-Hartford	7 laps
R	16	W.P.Hall	Rainier	5 laps
R	15	Ben Johnson	Marmon	1 lap
NS	6	James Geary	Marion	
NS	9	Van Curtis	Marion	
NS	17	Joe Swain	Cutting	

Lap Chart

Lap	Position									
	1	2	3	4	5	6	7	8	9	10
1	12	3	18	10	11	15	1	4	16	8
2	12	3	18	11	10	16	8	1	15	4
3	12	18	3	11	10	16	8	1	4	

4	12	18	3	11	16	10	8	1	4	
5	12	18	3	11	16	10	8	1	4	
6	12	18	11	3	10	1	8	4		
7	12	18	11	3	10	1	8	4		
8	12	18	11	3	1	8	4			
9	12	18	11	3	8	4				
10	12	18	3	8	4					
11	12	18	3	8	4					
12	12	18	3	8	4					
13	12	18	3	8	4					
14	12	18	3	8						
15	12	18	3	8						

An accident occurred on the 1st August when Captain Munn of Galveston was running with his adoptive daughter Dorothy Nichols Munn, aged 17. When he hit a bump in the course Dorothy was thrown from the car and died immediately. Munn was trying out his car, having entered it in the races. The accident happened near the foot of 61st street.

Second Beach, RI

7th August 1911 – Newport, Beach course

Vincent Astor (son of John Jacob Astor) and Herman Oelrichs held a race on Second beach over a 1.5 mile course. Oelrich's car burst into flame in the final half mile, while Astor lost control and span into the sea trying to avoid him. The crowd helped to throw sand onto Oelrich's machine to help extinguish the flames (it had been a recent birthday present from his mother), while Astor's car was swamped by waves. There were two other competing vehicles, one driven by Charles S.Pond and Charles Sands, and one driven by George Henry Warren. Only Pond finished.

Minnooka Park, PA

7th August 1911 – Scranton: ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Bob Burman	Blitzen Benz	0:01:08
2 miles – Remy Grand Brassard Trophy, Heat 1				
1		Bob Burman	Blitzen Benz	0:02:36.4
2		Billy Knipper	Mercedes	
2 miles – Remy Grand Brassard Trophy, Heat 2				
1		Bob Burman	Blitzen Benz	0:02:38.4
2		Billy Knipper	Mercedes	

The Remy Grand Brassard trophy carried a weekly income of $75 to the winning driver until he loses it in competition or fails to defend it.

½ mile – Time Trials				
		Bob Burman	Blitzen Benz	0:00:31.4
Handicap Race				
1			Buick	*35s handicap*
2		Bob Burman	Benz	

Denver Reliability Run, CO

~10th August 1911

Run by a Denver newspaper, 14 cars competed on this 5 day reliability run which went through Colorado Springs on the 9th. The pathfinder was driven by Eaton McMillan, which also carried Ralph Smith (referee) and H.N.Isenberg (Chief Observer). The cars headed for Hartsell, before heading back to Colorado Springs via Pueblo, and then Denver via Eastonville.

Burnt Hill, Augusta, ME

11th August 1911 – Hillclimb

Class A1 – Cars costing $800 and under			
1	M.Peterson	Ford	0:00:57.0
2	Peterson	Ford	0:01:18.4
Class A2 – Cars costing $800-$1200			
1	James S.Meader	Oakland	0:00:59.7
2	Edgar Marden	Buick	0:01:00.0
3	C.C.Ripley	Buick	0:01:05.5
R	Harald Hitchborn	Regal	stripped gears
Cars costing $4000 and over			
1	Guy P.Gannett	Stevens-Duryea	0:00:50.0
2	Percy V.Hill	Packard	0:00:51.0
3	John E.Liggett	Packard	0:00:54.8
4	E.A.Strout	Packard	0:00:59.8
Class A3 – Cars costing $1201-$1600			
1	F.G.Plummer	Buick	0:00:50.0
2	Walter Stebbins	Buick	0:00:52.75
Class A4 – Cars costing $1601-$2000			
1	Blin Page	Buick	0:00:49.5
2	Edgar Marden	Buick	0:00:55.0
Class A5 – Cars costing $2001-$3000			
1	Edgar Marden	Stevens-Duryea	0:00:51.5
2	S.C.Manley	Stevens-Duryea	0:00:55.25
Stripped Stock Chassis			
1	George Jessup	Buick	0:00:34
2	John LeCain	Buick	0:00:37
3	Edgar Marden	Chalmers-Detroit	0:00:38
4	James S.Meader	Oakland	0:00:50
Hill Record Attempt			
1	George Jessup	Buick	0:00:34
2	John LeCain	Buick	0:00:36.25
3	Edgar Marden	Chalmers-Detroit	0:00:38
4	M.Peterson	Ford	0:00:40
Special Match Race			
1	John LeCain	Buick	0:00:34.25
2	George Jessup	Buick	0:00:34.50

I Annual Hillclimbing Contest of the Augusta Automobile Club.

Electric Park, MD

12th August 1911 – Baltimore: ½ mile oval

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Bob Burman	Blitzen Benz	0:01:08
2 miles – Kline Kar race				
1		John Minker	Kline Kar	0:03:08

Dead Horse Hill, MA

13th August 1911 – Worcester: 1 mile hillclimb

FP	#	Driver	Car	Time
Event 1				
1		Howard Wilcox	National	0:00:55.05

Event 2

1	Howard Wilcox	National	0:00:55.70

Event 3

1	Howard Wilcox	National	0:00:55.45

Class A

Krit

Event ?

1		Flanders 30	0:01:18.35
2			0:01:54

Fred Belcher (Knox) was second to Wilcox in the free-for-all and hill-record events.

Le Roy Fairgrounds, IL

17th August 1911

FP	#	Driver	Car	Time
Auto Race				
1		H.G.Borsch	Warren-Detroit	
10 miles – Challenge				
1		H.G.Borsch	Warren-Detroit	0:13:30
2		Carl Booker	Indian Motorcycle	

Aurora Cup, IL

25 August 1911 - Elgin: 135.570 miles (8.473 miles x 16 laps)

FP	#	Driver	Car	Time
1	33	Mortimer Roberts	Abbott-Detroit	2:31:11, 53.5 mph
2	24	Frank Kulick	Ford	2:39:11
3	31	A.M.Robbins	Abbott-Detroit	2:46:56

Run in conjunction with the Illinois and Kane County Trophy races, the race was for stock chassis cars 161-230 ci.
As Mortimer Roberts slowed down at the finish in front of the grandstand, the brakes locked the wheels and caused the car to veer across the road. The car straightened up before it hit anything.

Omaha Endurance Run, NE

September 1911 – 600 miles

The event was held "a few days" after the 4th September. Four cars achieved a perfect score, one of them being a Paige.

San Francisco-Lake Tahoe Endurance Run, CA

2nd September 1911 – San Francisco-Lake Tahoe-San Francisco: 520 miles

FP	#	Driver	Car	Time
1		Bunnell	American	perfect score
		A.S.Chisholm	Franklin 18 hp	perfect score

30 cars took part in this event, which went through Hayward on the way to Lake Tahoe. Bunnell in the American lowered the record from Sacramento to Tahoe, winning the $300 Valvoline Cup.

Brighton Beach, NY

2nd-4th September 1911 – 1 mile oval

FP	#	Driver	Car	Time
2nd September: 2 miles – Record Attempt				
		Bob Burman	Blitzen Benz	0:01:37.87
4th September: 5 miles – Cars 301-450 ci				
1		Bob Burman	Opel	
4th September: Heat 2, Remy Grand Brassard Trophy				
1		Bob Burman	Benz	
4th September: Cars up to 600 ci				
1		Bob Burman	Opel	
4th September: 50 miles				
1		Hughie Hughes	Mercer	0:49:56.06
4th September: 1 mile – Record Attempt, flying start				
		Bob Burman	Benz	0:00:48.62

In a trial before the races Bert Foster ran into the fence, and in the closing race Spencer Wishart overturned.

A 24 hour race had been advertised for this meeting, but seems not to have taken place.

Columbus Driving Park, OH

3rd September 1911 – 1 mile dirt oval

FP	#	Driver	Car	Time
200 miles – Sweepstakes				
1		Harry Knight	Westcott	3:45
2	2	Max Borst/William Fritche	Jackson	
R		Frank Lawwell/John Ramey	Buick	191 laps/blown tyre
R		Lee Frayer	Firestone-Columbus	85 laps/blown tyre

Frayer was injured, not seriously, despite rolling his car twice. Mechanician Bob Lawwell was also hurt when Ramey crashed the Buick. The race was sanctioned by the AAA.

Old Orchard Beach, ME

3rd-5th September 1911– 5 mile beach course

FP	#	Driver	Car	Time
3rd September: 1 mile - Exhibition				
		L.F.N.Baldwin	Stanley Steamer	0:00:42
4th September: 1 mile – Exhibition				
		L.F.N.Baldwin	Stanley Steamer	0:00:40
4th September: 5 miles – Exhibition Run				
		Louis Disbrow	Pope-Hartford	0:03:0?
4th September: 10 miles				
1		Henry Habich	Cole 30-40	0:08:04
4th September: 25 miles				
1		Louis Disbrow	Pope-Hartford	0:15:25

4th September: 50 miles
Result unknown

The times in the 25 and 50 mile races on the 4th were reported as being "world beating", but it was discovered on the 5th that the barrels marking the turning points of the course had been placed incorrectly, considerably shortening the course which was meant to be 2.5 miles each way. After the races on the first day it was necessary to remove the barrels to keep them from being carried away by the tide, and when they were replaced on Tuesday a mistake was made. The error was corrected before the final days' races commenced.

5th September: 1 mile – Exhibition				
		L.F.N.Baldwin	Stanley Steamer	0:00:39

5th September: 5 miles – Match Race

1	?		
2	Henry Habich	Cole 30-40	0:03:56.4

5th September: 100 miles

1	John M.Rutherford	National	1:38:00.8
2	Louis Disbrow	Pope-Hartford	1:39:18.0
3	C.L.Bowler	Pope-Hartford	1:49:37
4	Harry Endicott	Interstate	1:50:37
R	G.C.Jessuo	Buick	
R	Harry Cobe	Jackson	

Bowler covered the last 40 miles on three tyres, while Disbrow lost a tyre in the 51st mile. During th elatter part of the race the incoming tide drove the contestants up on to the soft sand, making their times much slower.

5th September: 10 miles

1	Henry J.Habich	Cole	0:12:00.4
2	Z.A.Nellson	Interstate	
	no other starters		

Lorain, OH

4th September 1911 – Dirt oval

FP	#	Driver	Car	Time

5 miles

1		Albert Webber	Hupmobile	0:10:14

Horse and motorcycle races were also held.

Amarillo, TX

5th September 1911 – dirt oval

FP	#	Driver	Car	Time

5th September: 30 miles

1		Nikrent	Staver-Chicago	0:28:27
2		Monckmier	Staver-Chicago	0:28:43
3		Johnson	EMF	0:30:36
4		Mullins	Cadillac	0:30:56

5th September: 16 miles

1		Johnson	EMF	0:15:55

5th September: 100 miles

1		Wilcox	National	1:36:56
2		Monckmier	Staver-Chicago	1:43:15
3		Mullins	Cadillac	

Mullins was given third on the call of the referee.

5th September: 50 miles

1		Wilcox	National 40	0:46:59
2		Johnson	Marmon	
R		Carl Reeves	National 40	crashed

Reeves hit a soft earth rut on the inside of the track at speed, throwing the driver from car across the track. Reeves received a scratched elbow and a bruised hip.

Meeting run by the Panhandle Fair Association. Racing was meant to start on the 2nd, but no results have been found for this.

2nd Buffalo Endurance Run, NY

8th September 1911

#	Entrant	Car	Driver	Remarks
		EMF		Pathfinder
		Pierce-Arrow		
		Pierce-Arrow		
		Flanders 30		Won class.
		Flanders		
		Lion 10		Won class.
		Maxwell		
		Ohio		
		Everitt		
		Ford		
		Ford		
		Ford		
		Hupmobile		
		Oakland 40	Bauer	Won class. Perfect road score, 8 pt technical penalty.
		Paige-Detroit		
		Abbott		Accident
		Cole 30-40		Press car

Route: Buffalo to Harrisburg, Gowanda, Bradford, Cattaraugus, Little Valley, Salamanca, Bradford, Warren, Jamestown, Angola and to Buffalo.

Bauer in the Oakland 40 also won the $500 Laurens Enos Cup, offered for the car making the best all-round record.

Hamline, MN

9th September 1911 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Free-for-all				
1		Bob Burman	Benz	0:04:49.6

Fort Wayne Driving Park, IN

14th September 1911 – 1 mile dirt oval

FP	#	Driver	Car	Time
2 miles – Flying Start				
1		Jake Jaeggersberger	Cutting White Streak	0:02:05.2
5 miles				
1		Jake Jaeggersberger	Case	0:05:55.4
2		Jay McNay	Cutting	
2 miles - Exhibition				
		Ray Harroun	Marmon Wasp	0:04:14.25

This included time spent changing a tyre after the first mile.

3 miles				
1		Jay NcNay	Cutting	0:03:36.2
2		Jake Jaeggersberger	Case	
3 miles				
1		Ray Harroun	Marmon Wasp	0:03:36.2
		Jay McNay	Cutting	
		Jake Jaeggersberger	Case	

The reported time is suspect, as it is the same as the previous race yet Harroun won this easily over the other two. Their finishing positions weren't given either.

Bad weather resulted in slow times – racing had been postponed from the 13th due to the rains. Part of the Great Fort Wayne Fair.

Milford Fairgrounds, IA

15th September 1911

FP	#	Driver	Car	Time
? miles – Free-for-all				
1		Boody	Ford	
2		Snyder	Buick 16	
3		Steen		
4		Simpson	Chalmers 30	

Race was part of the 3rd annual Milford Fair celebrations.

New York State Fairgrounds, NY

16th September 1911 – Syracuse: 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Cars 161-230ci				
1		Mortimer Roberts	Abbott-Detroit	0:05:05.79
2		Frank Kulick	Ford	
3		Jack Tower	EMF	
5 miles – Cars 231-300ci				
1		Hughie Hughes	Mercer	0:04:57.23
2		Ralph De Palma	Mercer	
R		John Palmer	Cino	3 laps/engine
5 miles – Cars 301-450ci				
1		Bob Burman	Opel	0:05:01.75
2		Bill Turner	Amplex	
R			Benz	
1 mile – Time Trial				
1		Bob Burman	Benz	0:00:48.82/ broke piston
10 miles – Cars 600ci and under				
1		Ralph De Palma	Simplex	
2		Bill Turner	Amplex	
R		Bob Burman	Opel	tyres
R		Lee Oldfield	Knox	stalled at start
3 miles - Remy Grand Brassard Trophy, Flying Start				
1		Ralph De Palma	Simplex	0:02:54.57
2		Bob Burman	Mercedes	
3		Kilpatrick	Hotchkiss	

Burman had entered his Blitzen Benz, but substituted the Mercedes after wrecking the Benz in the time trials.

50 miles – Special Race, Multiple Divisions

Division A – Under 300 ci				
1		Mortimer Roberts	Abbott-Detroit	time unknown
2		Hughie Hughes	Mercer	
Division B – Cars 300-600 ci				
1		Ralph De Palma	Simplex	0:47:21.65
		Bob Burman	Mercedes	
		Bill Turner	Amplex	
R		Lee Oldfield	Knox	42 miles/accident

The course was damped down with water to suppress the dust just before the race, the dust having caused Ralph De Palma to Bob Burman to withdraw having said it was too dangerous. After a delay to let the track dry, De Palma and Burman did compete.
Lee Oldfield crashed through the fencing on the 43rd mile, instantly killing six people and injuring 13 others, four of whom died later. The dead included Claude Hamil, Fred Arnold, Charles Ballantyne, James Coln, Fayette Funk, Leo Halpin, Harry Bradley, Seth Smith, Arthur Arnold, Harry Bradley and Harry MacLaughlin. Lee Oldfield was taken to hospital, but was technically under arrest and was to be formally arrested on leaving. The Atlanta Constitution reported that "one woman tore off all of her undergarments that bandages might be provided for

the wounded. Her own sister was injured, but she stuck heroically to her task and continued to provide bandages until she had no more material from which to improvise them."
Despite hundreds of people on the track following the accident, starter Fred Wagner allowed the race to finish, stating "I never stop a race until it's over." Law suits rumbled on for the next four years, an award of $4000 being made to the estate of Seth Smith in March 1915.

Reno-Fallon, NV

21st September 1911 – 61 miles

Ps	Driver	Mechanician	Car	Time
1	Bert Lundy	L.A.Blakeslee	Dorris	2:29
	C.D.Sadicir	Joe Lachmann		
	Bob Jones	Bill Heard	Metz	
	P.A.McCarran	Young Judd	Dorris	
	A.D.Bird	John Horn		
	"Paul the Grinder"	Alex Dromiac	Lone Star	
	Judge W.D.Jones	Fred White		
	Henry Riler	J.T.Boyd		
	Col.Masson	P.P.Dana		
	Shanks	J.W.Scott		

The race was held to celebrate Reno Day. It started at 7am from in front of the Nevada State Journal offices. Cars set off at 30 minute intervals.

Cumberland Park, TN

23rd September 1911 – Nashville: 1 mile dirt oval

Races held as part of the state fair. An EMF driven by Earl W.Bone went through the fence during one of the races. Bone suffered concussion after being struck on the head by a plank, and his mechanician Earl Thomas was thrown from the car and was seriously injured. While lying in bed at hospital, Thomas begged the physicians to keep the news of his injury from his mother!

Point Breeze, PA

23rd September 1911 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Ralph De Palma	Simplex	0:00:57.7
5 miles – Free-for-all				
1		Ralph De Palma	Simplex	0:05:24.2

Run under the auspices of the Automobile Trade Association of Philadelphia. 28 cars were entered for 8 events. A Match Race was scheduled between De Palma (Simplex) and Louis Disbrow (Opel) over 10 miles.

Bridgeton Fairgrounds, NJ

30th September 1911 – ½ mile oval

FP	#	Driver	Car	Time	
5 miles – Handicap					
1		John W.Minker	Kline-Kar	0:07:30	*10s start*
5 miles – Handicap					
1		John W.Minker	Kline-Kar	0:06:37	*15s start*

Minker also competed in the mile, flying start, for the track record.

Other known entrants:

Joseph Di Napoli	Knox
Sig Isenberg	Fiat Tornado
Harvey Ringler	Mercer

	George Davis	Velie
	George Davis Apperson	
	V.Padula	Abbott-Detroit
	Thomas P.Lumney	Hudson
	Earl Seachrist	Kline
	George W.Reeves	Mitchell
	Horace T.Eisenberg	Sharp-Arrow 40 hp
	James S.Gray	Schacht

Run by the South Jersey Motor Club, the meeting had originally been scheduled to take place on the 23rd September, but it was moved to avoid a clashing meet at Point Breeze.

Guttenberg, NJ

30th September 1911

FP	#	Driver	Car	Time
5 miles – Non-stock, Class E, 231ci and under				
1		Bill Regan	Paige-Detroit	0:05:28.6
2		Charles Tate	Regal	
3		Emery Smith	Regal	
5 miles – Non-stock, Class E, 301ci and under				
1		Ralph De Palma	Simplex	0:05:45.4
2		Jack Towers	EMF	
3		James M.Gray	Schacht	
R		Henry Koopman	National	accident

Koopman and his mechanician Paul Shaw were thrown from the car when it rolled, but were not badly hurt.

5 miles – Non-stock, private owners				
1		Ira Vail	Regal	0:06:40.8
		no other finishers		
1 mile – Exhibition				
		Ralph De Palma	Simplex	0:00:58.2

5 miles – Free-for-all
Stopped on third mile – De Palma was leading, time for two miles was 2:14.6.

5 miles – Time Trial				
		Ralph De Palma	Simplex	0:04:51.2

Denver Motor Club Reliability Run, CO

?-11th October 1911 – 880 miles

The run went through Canon City, and on the final day Golden. A Lozier 6 cylinder driven by Barney Kane was the pilot car.

San Francisco-Los Angeles-Oakland, CA

11th-17th October 1911 – 900 miles

Pos	Entrant	Car	Driver	Pts	Remarks
1		American	Will Parry	87	Won Fernando Nelson Cup.
2		Warren-Detroit	Columbus Hobson	487	Won Stockton Hotel Cup.
3		Flanders roadster	Stanley Jones	852	Won Columbus Hobson Cup.
4		American #1	Stanley Gawne	977	
5	E.Stewart	SGV	Matthews	1195	
6	E.C.Collins	Carter Car	Collina	2030	
7		Flanders touring car	Gillet	2048	

The two American entries took the Potter Hotel Cup for the most entries and best scores.

Route:
11th October: San Francisco-Paso Robles
12th October: Paso Robles-Santa Barbara

13th October: Santa Barbara-Los Angeles

The contestants are to stay in Santa Monica on the 14th to watch the races being held there

15th October: Los Angeles-Bakersfield
16th October: Bakersfield-Fresno
17th October: Fresno-Oakland

Run under the auspices of the Good Roads Clubs of Northern California, sanctioned by the AAA and the Dealers' Association of California. Only stock cars were eligible to enter.
After the run, several contestants expressed dissatisfaction with the manner in which the contest had been conducted, and the Flanders representative stated that he would appeal to the AAA to grant no further sanctions to the Good Roads Club.

Angola Fairgrounds, IN

13th October 1911

The Angola Fair closed with an automobile race - no other details of this race are known.

Oklahoma City Trophy Tour, OK-TX

13th-14th October 1911

Route: Oklahoma City-Purcell-Pauls Valley-Wynnewood-Sulphur-Ardmore-Waurika-Lawton-Devol-Burkburnett-Wichita Falls-Burkburnett-Frederick-Altus-Mangum-Hobart-Thomas-Enid-Guthrie-Oklahoma City
Commissioner Smith of Burkburnett arranged a road camp for the 27th September so that convicts could work on the road from Wichita Falls to Burkburnett before the Tour passed over them. Results of this run aren't known.

VIII National Automobile Reliability Contest (Glidden Tour)

14th-26th October 1911 – 1454.6 miles

Entrants:

#	Entrant	Driver	Car	Remarks
1	US Motor Company	Harry E.Walls	Maxwell	Perfect score. Joint winner division 3 touring cars.
2	US Motor Company	Eugene G.Cager	Maxwell	Perfect score. Joint winner division 3 touring cars.
3	US Motor Company	Thomas Castello	Maxwell	Perfect score. Joint winner division 3 touring cars.
4	Governor Hoke Smith	Arthur See	Maxwell	Won Anderson Trophy.
5	Inman R.Gray		American Traveller	7 pts. Won division 7 runabout class.
11	C.H.Johnson	C.H.Johnson	Stevens-Duryea	Won Division 6 touring car class.
19		L.C.Brown	Mitchell	Perfect score. Won division 5.
26		A.C.Sullivan	Mitchell	88 pts. Won Runabouts, Division 2.
32		A.G.Milloch	Cadillac	Perfect score. Joint winner of division 4 runabouts.
39		E.K.Brinson	Stevens-Duryea	Joint winner division 6 runabouts.
40		A.G.Walker	Cadillac	Won division 4 touring car class.
44			Ford	
45		John Orr	Ford	Joint winner of Division 1 Runabouts.
48		R.S.King	Cadillac	Perfect score. Joint winner of division 4 runabouts.
49		Paul Keller	Columbia	Joint winner division 6 runabouts.
52		H.J.Howland	Packard	14 pts. Won division 7 touring car class.
54	Studebaker Corporation	W.H.Soules	Flanders	Won Class 1 Touring Car class.
55			Flanders	Was also the pathfinder for the route,
		T.M.Haygood	Ford	Joint winner of Division 1 Runabouts.
	Alan H.Whiting	Charles F.Kellman	Cunningham	Pacemaker. S.M.Butler was killed when the car overturned.
		Miss Roberta Marks	Columbia	Perfect score

		Miss Birdie Marks	Columbus roadster	
	Crawford Wheatley		Stevens-Duryea	
	Bishop and Varner		Maxwell Mercury	
	Claude M.Nolan		Cadillac	
	C.S.Albritton		Cadillac	
	W.J.Hilbman		Cadillac	
	J.R.Sandlin		Cadillac	
	R.D.Drysdale		Cadillac	
	D.H.McMillan		Cadillac	
	R.S.Hall		Cadillac	
			Cadillac	
			Cadillac	
			Marathon	
			Marathon	
			Marathon	
	Hon. Courtland S.Win		Flanders	Win was the Mayor of Atlanta.
	Studebaker Corporation		Flanders	
	Studebaker Corporation		Flanders	
		George Thomas	Reo	Pilot car
	Ray M.Owen		Reo	
	Ray M.Owen		Reo	
	Major John S.Cohen		White gasoline	
	J.H.Marsteller		Chalmers	
	Dr W.M.Stinson		Oldsmobile	
	E.P.Ansley		Pierce-Arrow	
	H.H.Grant		Marmon	
	H.B.Race		Cole	
	W.E.Aycock		Knox	
	Robert P.Hooper		Garford	
	W.H.McIntyre Co		McIntyre	
	C.J.Hood		Columbia	
	Frank Hardart		Winton	
	H.M.Atkinson		Packard	
	William D.Alexander		White gasoline	
	James R.Gray		Thomas	
	Henry Tift		Rambler	
	Metz Co		Metz	
	Streator Motor Car Co		Halladay	
	Metz Co		Metz	
	Metz Co		Metz	
	Metz Co		Metz	
	Anderson Ad Men's Club and Chambers of Commerce		Mitchell	
	E.R.Brackett		Stoddard-Dayton	
	Anderson Ad Men's Club		Corbin	
	Pierce Arrow Company	O.A.Brickson	Pierce Arrow	Press car.
		Lee Anderson	Chalmers 6	Co-driven by Freeman Munroe. Press car.

Cars numbered 32, 40, 48 were Cadillac's, but it isn't known which was which.

The Glidden Tour was originally planned to take place from the 21st-29th June, going from Washington DC to Ottawa in Canada. However, the automobile manufacturers didn't seem to be interested in taking part in what was considered to be an exceedingly technical contest, and the Tour was called off. Representatives from the Atlanta Chamber of Commerce and the Jacksonville Board of Trade met with the AAA and proposed support for a tour primarily for owners, and it was this that became the new Glidden Tour.

Route:

14th October - New York-Philadelphia: 95.1 miles

15th October – Philadelphia-Gettysburg: 120.1 miles
Many of the contestants complained about the roads between Gap and Lancaster, and between New Oxford and Gettysburg. Two of the 74 cars who left Philadelphia dropped out with broken axles.

16th October – Gettysburg-Staunton: 182.3 miles
The contestants were held-up at Harrisonburg when a policeman emphasized his admonition for the tourists to go slowly by halting them at the point of a gun. They were halted at a toll gate and were allowed to resume after leaving their numbers.
The press car of the Pierce Arrow Company hit a telephone pole 60 miles out of Gettysburg, wrecking the car. The occupants escaped uninjured and made the rest of the journey in other cars.

17th October – Staunton-Roanoke: 90.8 miles
O.A.Brickson hit a telegraph pole after rounding a corner at 40 mph just outside of Charleston, WV, breaking both front wheels, the driving lamps, and uprooting the pole in the process. The driver, owner James Hempstreet and official starter E.L.Ferguson were not hurt.

18th October – Roanoke-Winston Salem: 124.3 miles

19th October – Winston Salem-Charlotte: 135.6 miles

20th October – Charlotte-Anderson: 100.6 miles

21st October – Anderson-Atlanta: 144.2 miles

22nd-23rd October – Rest Days in Atlanta

24th October – Atlanta-Cordele: 107.5 miles

25th October – Cordele-Live Oak: 140.1 miles
S.M.Butler, Chairman of the Contest Board of the AAA, was killed in Tifton, GA, when the steering gear of the car he was in broke and overturned – he was crushed by the wheel hub. Event referee T.J.Walker and his wife who were also in the car were both injured, Mr Walker suffering a broken collarbone, and Mrs Walker a dislocated shoulder. Charles F.Kellman, who was driving the car, escaped with bruising. After the accident involving Butler, it was announced in the press that the tour was to be postponed indefinitely.
One of the Flanders team overturned between Valdosta and Live Oak, and abandoned the tour.

26th October – Live Oak-Jacksonville: 85.0 miles
Some cars continued…. Seven teams made the finish.

The three Maxwell cars making up the Tarrytown (NY) team won the Glidden Tour, defeating 17 teams of three cars – it was the only one to achieve a perfect score. A team consisting of Stevens-Duryea cars finished 2nd, a team of Cadillac's 3rd, a team of Ford's 4th, a second team of Cadillac's finished 5th, a team of Marathon's 6th, and a team of Flanders' 7th.

Miss Marks and Governor Smith's car tied for an individual score trophy offered by the city of Anderson, SC. The trophy was awarded to Governor Smith's car.

Following the event on the 1st November, William Schimpf, President of the Long Island Automobile Club and member of the AAA Contest Board for the preceding year, was appointed by President Robert P.Hooper to serve as chairman of the Contest Board for the remainder of the year.

Sioux City Speedway, Woodland Park, IA

21st-22nd October 1911 – 2 mile dirt oval

FP	#	Driver	Car	Time
21st October: 10 miles – Stock cars				
1		W.J.Shrank	Paige	0:11:12
			Ford	
			Abbott	
			EMF	
			Reo	
			Michigan	
			Michigan	
			Jackson	
			Maxwell	

21st October: 25 miles – Free-for-all

1		Buick	0:25:27
2	W.J.Shrank	Paige	0:27
		Ford	
		Moon	
		Moon	
		Cutting	
		Jackson	
		Reo	
		EMF	

Billy Pearce was killed during practice when his Colby crashed into the fence on the 19th October.

22nd October: 10 miles – Stock cars

1	W.J.Shrank	Paige
2		Chalmers

22nd October: 50 miles

1		Chalmers
4	W.J.Shrank	Paige

This was Shrank's first race meeting.

Janesville, WI

24th October 1911

FP	#	Driver	Car	Time

10 miles

1	Herman Philipp	Buick	
2	Grover Horn	Overland	accident

The wheel of Horn's Overland was torn off when it hit a soft piece of ground on the second lap – he had been about an eighth of a mile ahead at the time. The car rolled and Horn was thrown out, although he was unhurt. On the fifth lap Philipp's Buick lost it at the same place, skidded, shot across the track, climbed the two foot embankment and went into the crowd in the inside of the course. Philipp turned to rejoin the track, throwing his mechanician George Parker from the car. Spectator Edward Austin was hit by the Buick as it went through the crowd, but he escaped largely unhurt.
This circuit was probably at the Rock County Fairgrounds.

Watson Cup, NY

25th October 1911 – 94 miles

Contestants (in start order):

#	Entrant	Car	Driver	Remarks
	B.E.Watson			Pilot car
	H.L.Smith			
	N.L.Phillips			
	Lee Kingsley			
	Clarence E.Anderson			
	J.P.Stadler			
	Howard Woof			
	M.L.Harney			
	F.E.Hudson			
	Miss N.Grody			
	S.C.Devendorf	Ford Roadster		Won Silverman and Grody Cup
	H.Gibson			
	S.B.House			
	A.J.Connine			
	E.W.Chashire			
	Dave Grody			
	W.F.Parsons			
	M.J.O'Harn			
	H.J.Thomas			
	H.J.Fox			
	Herbert Burt			
	L.Nurbold			
	C.Doyle			

	Mrs Jane M.Bartels	Ford		Won women's cup.
	George M.Hemmer			
	S.Silverman			
	Syracuse Motor Car Co			
	F.W.Fisher			
	Dr J.K.Kratser			
	R.B.Wenz			
	W.R.Shaw			
	B.W.Roscoe			
	L.L.Hurwitz			
	M.D.Boyle			
	E.O.Cowan			Won B.E.Watson Trophy
	A.T.Brown			
	C.A.Benjamin			
	E.P.Chalfant			
	A.C.Macerea			
	T.F.Willis			
	Earl Call			
	W.J.Latimer			
	C.A.Benjamin			Starter
	H.W.Smith			Referee

The start was delayed multiple times due to the weather – the original start date had been the 18th October. Starting from the Court House in Syracuse, the route went through Cazenovia to Cortland, returning through Tully and the Indian reservation. The B.E.Watson Cup was awarded to the driver who was closest to the secret time of 4:56:37. S.C.Devendorf was closest with a time of 4:59, but he wasn't a member of the Syracuse Automobile Club, so he couldn't be given the trophy – it was awarded to Ernest O.Cowan instead, who set a time of 4:59:15. Devendorf was awarded the Silverman and Grody Cup instead.

Chicago Motor Club Five States Reliability Run

28th October-3rd November 1911

#	Entrant	Car	Driver	Remarks
1		Moline	C.H.Van der Vort	Perfect road score.
2		Moline	F.G.Saliber	Perfect road score.
3		Case	J.Hanson	Arrived in Grand Rapids with a bent axle. When in Detroit, Hanson attempted to dodge a women alighting from a street car, and was forced to run his car into a ditch to avoid a second woman – he got through with a twisted front axle.
5		Halladay	George H.Deubune	Perfect road score.
6		Halladay	W.H.Ravis	
7		Oldsmobile	C.H.Winters	Ran into a fence two miles outside of Washington Court House. No-one was hurt, and he continued after two hours fixing.
8		Abbot-Detroit	A.M.Robbins	
9		Chicago-Staver	O.C.Monckmier	
10		Chicago-Staver	E.S.Kundseb	Perfect road score.
100		Moline	J.A.Wicke	Perfect road score.
101		Moline	W.J.Bonne	Perfect road score.
102		Oakland	A.H.Bauer	Perfect road score.
103		Velie	A.H.Gibbons	Perfect road score.
104		Velie	J.H.Stickney	122 miles out of Detroit, struck a mudhole alongside a rock ledge, tearing a tyre and rim off the car.
105		Bergdoll	Adolph Mousen	Perfect road score.
106		National	Paul Strauss	Suffered carburettor trouble on first day and was penalised 3 points.
107		Grout	H.E.Salbert	

Route: Chicago-Brook-Lafayette-Crawfordsville-Indianapolis-Bedford-Louisville-Frankfort-Harrodsburg-Lexington-Cincinnati-Dayton-Chillicothe-Columbus-Toledo-Detroit-Lansing-Grand Rapids-Kalamazoo-South Bend-Chicago.

P.P.Willis was secretary, and W.R.Gilbreath acting secretary of the Hoosier Motor Club. They rode ahead of the contestants. The run went through Illinois, Indiana, Kentucky, Ohio and Michigan. Of the 17 cars competing, 5 were official cars. This was the fifth annual reliability contest of the Chicago Automobile Club.

Guttenberg, NJ

29th October 1911

3 miles – Exhibition

	Ralph De Palma	Mercer	0:03:12.8

This was an exhibition during a motorcycle meeting.

Laurel Track, MD

31st October 1911

FP	#	Driver	Car	Time
Event 5: 10 miles – Free-for-all				
1		T.C.Barber	Warren-Detroit	0:13:23
2		Cleveland Campbell	Cole	
3		Napoleon Hill	Washington	-1 lap
4		W.H.Kessler	Oldsmobile	
5		Frank Stewart	Reo	
NS			Marquette-Buick	carburettor problems

The cars were allowed several laps of acclimatisation before the race during which the Marquette-Buick developed carburettor problems and was withdrawn.

The other event details aren't known.

IV Cactus Derby

7th November 1911 – Los Angeles-Phoenix: 551 miles

FP	#	Driver	Car	Time
1		Harvey Herrick	National	20:23:22
2		R.Hamlin	Frankin Six	22:54:35
3		T.Corrigan	Midland	24:21:24
4		L.Nikrent	Buick	26:26:35
R		Smith	Maxwell	
R		Tremaine	Pope-Hartford	
R		Stearns	Stoddard-Dayton	
R		Bramelette	Cadillac	
R		La Casse	EMF	
R		Soules	Flanders	
R		Jenkins	Cole	
R		Hanshue	Mercer	
R		Brong	Case	
R		Ferguson	Buick	
R		Tetzlaff	Fiat	
R		Bigelow	Midland	

San Antonio Fairgrounds, TX

9th-13th November 1911 – 0.75 mile oval

FP	#	Driver	Car	Time
9th November: 10 miles				
1			Cino	
2			Pope-Hartford	
3			Staver-Chicago	
9th November: 6 miles				
1		Fred Meleun	Jackson	

R	George Clark	Cutting	

9th November: 21 miles

1		Cino	
2		Jackson	
3		Ohio	
+4 others			

Only three races took place due to the muddy and dangerous condition of the track.

11th November: 12 miles (0.75 miles x 16 laps) – Class C, Division 3-C (non-stock)

1	Raimey	Cino	0:13:49
2	Monkmeyer	Staver-Chicago	
3	Reeves	EMF	
+3 others			

11th November: 4 miles (0.75 miles x 5 laps) – Match Race

1	George Clark	Cutting	0:04:22.4
2	Fred Meleun	Jackson	

11th November: 21 miles (0.75 laps x 28 laps) – Free-for-all

1	Raimey	Cino	0:24:29
2	Fred Meleun	Jackson	
3	Monkmeyer	Staver-Chicago	
+7 others			

11th November: 4.5 hour race, up to 1 hour result

1	Sutherland	National	72 laps
2	Thatcher	Ohio	72 laps
3	Fred Meleun	Jackson	71 laps
4		Staver-Chicago	69 laps
5	Raimey	Cino	68 laps
6		Staver-Chicago	66 laps
7	Reeves	EMF	63 laps
8		Pope-Hartford	56 laps

12th November: 9 miles (0.75 miles x 12 laps)

1	Raimey	Cino	0:09:53.8
2	Knudson	Staver-Chicago	
3	Monkmeyer	Staver-Chicago	
+ 1 other			

12th November: 15 miles (0.75 miles x 20 laps) – Free-for-all

1	Sutherland	National	0:16:41.4
2	Monkmeyer	Staver-Chicago	
3	Fred Meleun	Jackson	
+2 others			

12th November: 4.5 hour race, up to 3 hour result

1	Sutherland	National	202 laps
2	Fred Meleun	Jackson	195 laps
3	Reeves	EMF	187 laps
4	Knudson	Staver-Chicago	177 laps
5	Potter	Flanders	171 laps

13th November: 12 miles (0.75 miles x 16 laps) – Class C, Division 4

1	George Clark	Cutting	0:12:56.2
2	Sutherland	National	
3	Fred Meleun	Jackson	

Clark punctured on the last lap.

13th November: 18 miles (0.75 miles x 24 laps) – Class E, 161-300 ci

1	Raimey	Cino	0:21:05.0
2	Reeves	EMF	
3	Knudson	Staver-Chicago	

13th November: 4.5 hour race

1	Sutherland	National	225 miles
2	Fred Meleun	Jackson	216 miles
3	Reeves	EMF	215 miles
4	Knudson	Staver-Chicago	213 miles
5	Potter	Flanders	195.5 miles

This was the final 1.5 hour heat of a total 4.5 hour race, and the total distances over the entire time are shown. There were ten starters, five finished.

Newark Star Endurance Run, NJ

18th-19th November 1911 – 127 miles

Dr H.F.Cook, driving a Premier, achieved a perfect score. There were 39 entries, and the schedule was 7 hours.

Dates are estimated, as a report on the event on the 26th November simply said that it was held "last week".

Tour Around Georgia

22nd November-2nd December 1911 – 800 miles

Entrants:

#	Entrant	Car	Driver	Remarks
1	Atlanta Ad Men's Association			
2	Dr J.C.Luke	Ohio		
3	Ohio Motor Company	Ohio		
4	Ohio Motor Company	Ohio		
5	Miss Eva Neal	Overland	Miss Eva Neal	
6	W.Sawyer	Overland		
7	Colonel S.G.Dunlap	EMF		
8	A.M.Kitchen	EMF		
9	C.K.C.Ausley	Buick		
10	Balkcom & Ricketson			
11	W.V.Kriegshaber	Chalmers		
12	W.L.Tedford & Frank Williams	Overland		
13	W.D.Alexander	Doris 30		
14	Miss Regina Rambo	Overland		
15	A.H.Fleming	Chalmers 30		
16	Dr B.L.Bridges			

Route:
22nd November – Atlanta, Jonesboro, Fayetteville, Woolsey, Williamson, Zebulon, Yatesville, Culloden, Roberta, Fort Valley, Montezuma, Oglethorpe, Andersonville, Americus.
23rd November – Americus, Smithville, Leesburg, Albany, Carpilta, Pelham, Thomasville, Boston, Quitman, Valdosta.
24th November – Valdosta, Waycross, Alma, Bexley, Reidsville, Hagan, Claxton, Pembroke, Clyde, Savannah.

To stay in Savannah for the races.

1st December – Savannah, Statesboro, Swainsboro, Adrain, Dublin.
2nd December – Dublin, Danville, Jeffersonville, Macon, Forsyth, Barnesville, Griffin, Jonesboro, Atlanta.

The run was organised by the Dublin Chamber of Commerce, and it was originally suggested that there could be a run from Chattanooga to Atlanta before the main event. There were to be two routes, both of which were to be optional:
Chattanooga-Dalton-Calhoun-Adairsville-Cartersville-Acworth-Marietta-Atlanta.
Chattanooga-Lafayette-Summerville-Rome-Cavespring-Cedartown-Rockmart-Cartersville-Acworth-Marietta-Atlanta.

Tiedeman Trophy

27th November 1911 – Savannah: 171.4 miles (17.14 miles x 10 laps)

FP	#	Driver	Car	Time
1	35	Frank Witt	EMF	2h56m23.34, 58.10 mph
2	34	Evans	EMF	3h00m12
3	33	Tower	EMF	3h01m33
4	36	Kulick	Ford	3h21m07
R	31	Mortimer Roberts	Abbott-Detroit	6 laps/camshaft
R	32	R.L.Hartman	Abbott-Detroit	1 lap/lost two cylinders
NA			Ford	
NA			Ford	

Fastest Lap: Witt, 15m17 on lap 8

Race Lap Chart

Drivers	Laps									
	1	2	3	4	5	6	7	8	9	10
Witt	2	2	2	2	2	2	1	1	1	1
Evans	4	3	3	3	3	3	2	2	2	2
Tower	5	4	5	4	4	4	3	3	3	3
Kulick	6	5	4	5	5	5	4	4	4	4
Roberts	1	1	1	1	1	1				
Hartman	3									

Ran concurrently with the Savannah Challenge Cup, and started at 7:45am on a cold frosty morning, with drivers waved off at 30s intervals. The race was largely static, with two retirements, and amusement for the crowd created by Kulick who had to stop every lap to have his radiator refilled, and drove around amongst a cloud of steam.

Savannah Challenge Cup

27th November 1911 – Savannah: 222.82 miles (17.14 miles x 13 laps)

FP	#	Driver	Car	Time
1	22	Hughie Hughes	Mercer	3h15m37, 70.00 mph
2	21	Heineman	Marmon	3h21m41
3	25	Nikrent	Marmon	3h24m42
4	24	Barnes	Mercer	12 laps
5	23	Buckley	Case	10 laps
R	27	Billy Knipper	Mercer	8 laps/engine
R	26	Louis Disbrow	Case	4 laps/camshaft
NS		Jim McNay	Case	fatal practice accident
NS		Joe Dawson	Marmon	driver injured

Fastest Lap: Hughes, 14m27 on lap 2

Race Lap Chart

Drivers	Laps												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Hughes	4	3	3	2	1	1	1	1	1	1	1	1	1
Heineman	5	5	5	5	4	3	3	2	2	2	3	3	2
Nikrent	6	6	6	6	5	5	4	4	4	4	4	4	3
Barnes	3	2	2	3	2	4	5	3	3	3	2	2	
Buckley	7	7	7	7	6	6	6	6	5	5			
Knipper	2	4	4	4	3	2	2	5					
Disbrow	1	1	1	1									

Ran concurrently with the Tiedeman Trophy. Started at 7:45am.

It was no longer legally possible to close the entire course to the public during practice, and despite the urgings of the Savannah Automobile Club to stay off the course between 11am and 1:30pm each day, people still went on the course. During first practice, Jim McNay, driving a Case, had to swerve to avoid a wagon found unexpectedly in front of him while at speed. He left the road and slid down an embankment, hitting a tree. The force of the impact threw both occupants from the car. McNay hit the tree and died from head and chest injuries, but his mechanic, H.F.Maxwell, survived. Although most people blamed the wagonner, Barney Oldfield, who was covering the races as a news correspondent, said the McNay was going too fast, that the Case was dangerously fast for its weight and that he had cautioned McNay about taking the curves at too great a speed. The Case company didn't bother to repair the car, but instead put it in a box and later buried it in the grounds of the factory.

Trinidad, CO

1911 – Hillclimb

1		Velie

11 other competitors

Other Matters of the Year

Races supposedly happened at Belleville, KS, with W.W.Brown declared the over-all winner. The date is unknown.

The first Robinson Street Hillclimb in Lafayette, IN was held in 1911. The date and result aren't known.

A hillclimb was held at Newport, IN, at sometime during the year. The meeting was unsanctioned, and a Flanders driven by its owner won its class and seven events in larger classes. A 90 hp Knox also competed.

A speed event was held at Des Moines, IA, at some point during the year. One of the events was won by a Flanders.

The Tennessee to Gulf Reliability Run was run sometime in 1911 – two Flanders 20 cars completed the trip first and second.

The Register Reliability Run from Mobile to Selma was held sometime in 1911 – a Flanders 20 won.

Automobile races were due to take place on the afternoon of the 7th January at Guttenberg, NJ, but were postponed due to bad weather. It isn't known when they were rescheduled for, or if they took place.

A challenge race was arranged to take place between Miss Beatrice D'Essling, "woman champion automobile driver of the East" according to the Oakland Tribune, and Mrs Fred J.Linz, "woman champion of the Pacific Coast", D'Essling driving a Buick and Linz a Maxwell. The race was originally to take place on Ocean Boulevard, but was postponed to take place on the Panama Pacific Road Race circuit on the 22nd February, starting from just beyond the "S" turn to the finishing line of the full circuit. The race was to take place after the third race of the main Panama Pacific Road Races. It isn't known if the race eventually took place.

The 25th March saw the start of the Automobile Race Drivers Association (ARDA), a group started to represent drivers and to work with the AAA Contest Board. The ARDA was to ask the AAA Contest Board to require novice drivers to compete in several minor events before being allowed to compete in larger events such as the Indianapolis 500 or Grand Prize. It was reported as being backed by Ralph De Palma, Louis Disbrow, Bob Burman, John Aitken, Harry Grant, David Bruce-Brown, Joe Matson, Ralph Mulford and Caleb Bragg.

This association was formally started on the 6th April in New York, and was named the Motor Racing Drivers Association of America, with George Robertson as temporary president and M.W.Colwell as temporary secretary. Colwell said that "the new association was not antagonistic and would seek to work in harmony in abrogating conditions which have proved objectionable."

Another meeting was held later that same month, and the following committees were appointed:

Eligibility and protests committee – Louis Disbrow (Chairman), Neil Whalen, Joseph Matson.
Bylaws – Harry H.Cobe (Chairman), George Robertson, M.W.Colwell.
Membership – Joseph Horan (Chairman), Walter Jones, George Mack, Ralph De Palma.

A special committee of out-of-town representatives was set up including E.A.Horne, Charles Basle, William Haupt and John Aitken. Fred J.Wagner, the official AAA starter, was elected an honorary member.

The MRDA held another meeting on the 28th November, the day after the Vanderbilt Cup, at the Hotel de Soto near Savannah. Little else seems to have been heard of this organisation, although it was reported that in March 1912 the president of the MRDA was to speak out against Senator McManus' bill to abolish automobile racing in New York state.

The Pioneer Endurance Run was announced for April 1911 in the *Washington Post.* It isn't known if the event took place.

Ray Harroun was due to compete in auto races at Fort Wayne, IN, on the 14th April. Heavy rain caused the cancellation of the races, and they were postponed to the 15th. Results for these races have not been found.

The Kenosha Motordrome Company was incorporated in Kenosha, WI, at the beginning of May with a capital of $10,000. The incorporators were M.A.Kent, C.B.Kent and C.H.Wells. The new company took charge of the race track project which had been started by the Kent brothers, who had leased the 1 mile Brain horse track in Kenosha. The dirt oval was considered to be a model horse track, but was to be rebuilt for motor racing.

Races were to be held at Santa Rosa, CA, on the 6th and 7th May. 5, 10, 50, 150 and 300 mile events were planned, and three Cole cars were entered. The results of these races aren't known.

Races were to be held at Dublin, GA, on the 10th May. It isn't known if the races took place.

Auto and motorcycle races were to be held at the Sandusky Fairgrounds, OH, on the 30th May. The motorcycle races certainly took place, but there is no evidence that the auto races did.

Auto races were advertised for the 30th May at Alcyon Park, Pitman Grove, NJ, to be held by the South Jersey Motor Club. There were to be 8 match races of five and ten miles each. No reports or results of the race meeting itself have been found.

An aeroplane meet was held at Charter Oak, Hartford, CT, on the 30th May. A race took place over 5 miles between J.Clifford Turpin in a biplane and Frederick W.Dodd in an auto, won by Turpin in 7m59.

The Redland Hillclimb was held in California in early summer. The result isn't known, although Johnny Jenkins in a factory Cole crashed out.

The Giants' Despair Hillclimb at Wilkes Barre, PA, which was to take place in June was abandoned. The Indianapolis Star said that it "fell through because the Wikes Barre Automobile Club no longer cared to shoulder the expense of the annual event. Being less spectacular than road or track races, there is less public interest in hill climbs than in the former mentioned style of contest. This is because the events are simply a series of time trials and lack the sporting element of the neck and neck finishes." In addition, in a separate article the newspaper also said that "hill climbs are on the decline, and it is largely because the promoters have to provide too much free fun for the spectators without getting anything back. Since the promoters make no money themselves they are naturally cautious in their expenditures for prizes. Famous drivers do not like to risk their necks for ribbons. They want cash. Consequently, promoters or clubs are not eager to give hill climbs, and when they do give them, professional drivers are not anxious to enter."

A race meeting was held in July at Guttenberg, NJ, where a Paige scored seconds and thirds according to an advert. No other details are known of this event.

An automobile race meeting was planned to be held in Albia, IA, on the 4th July. It isn't known if it actually took place.

The Angola Driving Club of Indiana announced in June that it was to hold an event on July at the Angola Fairgrounds on July 4th. There is no report of anything taking place in Angola that day!

The Tri-City Speedway Association was to hold a 1 mile race in Davenport, IA, on the 4th July. Disbrow was announced in advance as a driver, but he was at Brighton Beach that day, and no further details of the meeting are known.

A Grand Reunion and Homecoming was to he held in Hartwell, GA, on the 4th July, and was to include automobile races as part of the celebrations. It isn't known if the races took place.

An automobile race meeting was planned for Jackson, GA, to be held on Third Street on the 4th July. It isn't known if the races took place.

Milton, PA, was to include a free-for-all auto race on July 4th, but it is not known if it took place.

Seymour, IO, was to include an automobile race as part of its July 4th celebrations. It is not known if this took place.

It was reported in the Fort Wayne Sentinel that the Missouri Auto Association was to hold a reliability run in St Louis, MO, from the 14th-17th July. No report of this event taking place has been found, but the Wichita Daily Times of Texas reports that the Reliability Run of the Missouri Automobile Association of St Louis was to start on the 17th August. No report of this event has been found either.

An auto race was to be held on Trades Day (17th July) in Ada, OK, from Main Street/Frisco to the Katy Tracks. However, reports of the day's activities have no mention of a race taking place.

Races were to be held at Bennings, DC, on the 22nd July, and it was hoped that Bob Burman would drive. No report of this event taking place has been found.

There was mention in the Indianapolis Star that a 24 hour race was to be held at Brighton Beach Motordrome in August, but it doesn't seem to have taken place. There was a report in the Lima Daily News that a Paige won 2nds and 3rds at Brighton Beach in August, but no other reports of a meeting at this time have been found.

The Iowa State Fair was held in Des Moines from the 24th August-1st September, and was to feature auto races. The results are not known.

An aviation and auto race meet was to be held at Delwood Park, Grand Island, NE between the 29th-31st August. It is not known if the races took place.

The three day Vermont Reliability Run was held during September, with a Velie 40 achieving a perfect score.

Races were advertised at Readville, MA, on the 1st-2nd September. Only horse races were reported as having taken place.

Plans were announced to hold an auto race as part of the Coshocton, OH, Labor Day celebrations at the fair grounds (on the 4th September). Motorcycle races were held, but no auto races.

The Annual Bill Picnic was to be held in Marion, OH, on the 4th September and was to feature auto races. It is not known if they took place.

The Decatur (IL) Automobile Club was to hold an endurance run from the 11th-14th September, between Decatur and Indianapolis (a distance of 786 miles). It is not known if the event took place.

The Del Norte Fair (CO) was to feature a 5 mile auto race on the 16th September, but post-event reports don't mention the race as having taken place.

It was reported on the 24th September that "the other day" the final score of the Picayune Good Roads Tour from New Orleans, LA to Memphis, TN was announced, and that the Stevens-Duryea Six entered and driven by George E.Covington had made the best score out of 21 contestants. No other details are known.

The Somerset Agricultural Fair at Skowhegan, ME, was to be held from the 21st-23rd September, and was to include auto races. No details of these races have been found.

The Alton Fair and Amusement Association of Iowa announced that it was to to hold an auto race on the 29th September. No details of the race have been found.

Races were to be held in Kansas City during October, but were called off, ostensibly because the track was in impossible shape for racing and that for this reason the sanction was withdrawn by the AAA. It was later stated that Bill Pickens (Barney Oldfield's manager) was the actual promotor, using another name – he was still banned by the AAA for organising Oldfield's race with Johnson in 1910. Pickens was quoted as saying that he did not want to promote a race meeting, but that he merely wanted to show the AAA authorities that he could get a sanction from the AAA.

Track races were to take place at Danbury, CT, on the 7th October. No details of this event have been found.

Races were to take place in Springfield at the Illinois State Fairgrounds on the 7th October. No other details of this event have been found.

The Chicago Motor Club 1000 mile reliability run was held from the 8th-13th October. No further details are known.

The Harrisburg Motor Club Reliability Run was to be held from the 16th-18th October. No further details are known.

A 24 hour race was to be held at the Los Angeles Motordrome (Playa del Rey) on the 21st October. No further details of this event are known.

Ralph De Palma drove his Mercedes at Guttenberg, NJ, on the 5th November. It isn't known whether this was a test or competitive event.

The New York to Savannah Endurance Run was to take place around mid-November, going through Lynchburg, VA. No other details are known.

1912 US Events

"They've tied a can to the married man
The guy with a wife and kid
Marooned him far from a racin' car
That's onery enough to skid
They've gave my mount to a no-account
Who's betching it, ain't it tough?
I'm here to say that the married jay
Is hittin' the road that's rough.

The wedding bell was a solumn knell
Of my days for gathering kale
The motor's throb and the grandstand mob
Give way to an infant's wail.
I'm buildin' fires where I once changed tires;
I'm meek, I'm mild and I'm tame,
The geek who's wise is one who ties
An anchor on to his name.

There ain't no spark to the baby's cart
And the thing is shy on speed.
There ain't no wheel nor no throbbin' steel,
No engine that you can feed.
Now, baby's hood may be to the good
With the lace and fixin's on it,
But bully geek 'tain't one, two, three
With the grease-splatter'd bonnet.

I much prefer to travel with Herr
(And spell it with a double r)
For a woman's only a woman,
My soul mate's a racin' car.
Tied to a frau, I'm a has been now,
But give me another try.
I'll bet my life against your wife
I'd distance that Hymee guy."

J.C.Burton

This poem was published by J.C.Burton of the Chicago Record-Herald in response to George M.Dickson, general manager of the National company, banning married men from driving his racing cars in 1912. This meant that Harvey Herrick, Charles Merz, Len Zengel and John Aitken could no longer drive for the company, but David Bruce-Brown, Howard Wilcox, Joe Dawson and Don Herr could.

Lakeside, CA

7th January 1912 – San Diego: 50 miles (2 miles x 25 laps), dirt oval

FP	#	Driver	Car	Time
1		Louis Nikrent	Reo	0:46:12.8
2		Robert Shain	Schacht	

There were only two competitors. Shain had an accident during the race and lost a lot of time.

Tarrytown-Irvington, NY

27th January 1912 – 50 miles

FP	#	Driver	Car	Time
1		Fred Koenig		65 mph
2		Carl Mulhall		

3	Frank Free	

The 50 mile race was held on the frozen surface of the Hudson River between Tarrytown and Irvington over a 6 mile course.

New Orleans, LA

17th-18th February 1912

The races were organised, but were cancelled at the last minute. This upset the AAA, who issued the following statement:

"E.A.Moross and his agent, W.H.Wellman, have been disqualified and suspended for a period of sixty days to and including April 20, 1912, for violation of Rule 21 of the contest rules of the American Automobile Association, reading:
'21. Postponement and abandonment - After the receipt of entries no contest shall be abandoned without the consent of the contest board, except that on the day of the race the referee may order a postponement.'
Moross made formal application to the contest board for official sanction for the promotion by him of automobile race meetings at the track of the Crescent City Jockey Club, New Orleans, LA, on Feb 17 and 18, during the annual Mardi Gras carnival, and these dates were assigned him by the contest board. Entry blanks were issued and the meeting advertised. Moross's agent and representative in New Orleans, W.H.Wellman, two days previous to the scheduled dates, cancelled and abandoned the meetings without securing the consent of the contest board to such abandonment and without furnishing the board with specific or satisfactory reasons.
William Schimpf, Chairman."

Bakersfield, CA

22nd February 1912 – 212 miles (106 miles x 2 laps)

FP	#	Driver	Car	Time
1		Jack Bayse	Stutz	
2		Phil A.Klipstein	Mitchell	
			Nyberg	
			Pope-Hartford	
			Flanders	
			Buick	
			National	
			Reo	
			Ford	
			Kline Kar	
			Knox	

The course went from Bakersfield to Maricopa, Taft, McKittrick, Buttonwillow and back to Bakersfield. An accident eliminated one of the 15 drivers during practice. The race started at 8am.

Vandiver Park, AL

4th-10th March 1912 – Montgomery

FP	#	Driver	Car	Time	
4th March: 5 miles - Open					
1		Francis Lundgren	Flanders 20		
2		Harry Cohen	EMF		
4th March: 10 miles					
1		Harry Cohen	EMF		
2		Francis Lundgren	Flanders 20		

Other entries in the 4th March races included a Stutz, a Buick 16, an Overland and an Oldsmobile.

6th March: 5 miles - Handicap					
1		Francis Lundgren	Flanders 20	0:06:05	*+30s h/c over EMF*
2		Odom	EMF 30		
3			Overland		*scratch*

The circuit was very muddy, and this was the only race of the day.

7th March

1	Harry Cohen	EMF

7th March

1	Harry Cohen	EMF

7th March

1	Harry Cohen	EMF

7th March

1	Francis Lundgren	Flanders 20

7th March

1	Francis Lundgren	Flanders 20

Other entries in the 7th March races included a Stutz, an Oldsmobile, an Autocrat, a Buick 16 and an Overland. There was one other race on the 7th March, winner unknown.

10th March: 50 miles - Free-for-all

1	Odom	EMF 30	0:52:37.2
3	Harry Cohen	EMF 30	
		Buick	
		Oldsmobile	
		Autocrat	
		Stutz	
		Overland	

Run under the auspices of the Alabama Automobile Association. Vandiver Park was also the site of the old fair grounds, so was probably the same venue as the one used in 1909.

Robinson Street Hillclimb, IN

5th April 1912 – West Lafayette: 0.9 miles

FP	#	Driver	Car	Time
Cars less than 160 ci				
1		Robert Kramer	Flanders 20	0:01:34.5
Cars 230ci and under				
1		Robert Kramer	Flanders 20	0:01:29
2		Bartee	Ford	
3		Lynn Shambaugh	Buick	
R			Overland	accident
Event 3				
1		Robert Kramer	Fal-Car	0:01:27
Cars up to 450 ci				
1		Robert Kramer	Fal-Car	0:01:02
2		Charles Shambaugh	Buick	0:01:26.25
Free-for-all				
1		Robert Kramer	Fal-Car	0:01:23
2		Charles Shambaugh	Buick	
3		Laurel Johnson	Buick	

Bob Kramer was the owner of the Flanders 20 and a Fal-Car - when he drove the Fal-Car, the Flanders was driven by his chauffeur.

The course was a very steep grade and featured two bad turns.

Oakland Motordrome, CA

20th-21st April 1912 – ½ mile wood circle

FP	#	Driver	Car	Time
20th April: 1 mile - Exhibition Speed Trial				
		Louis Disbrow	Jay Eye See	0:00:46.6
		Louis Disbrow	Case White Streak	0:00:50.0
	4	Joe Nikrent	Case Bullet	0:00:49.6

10	Earl Cooper	Stutz	0:00:51.4
	Rossi	Pope-Hartford	0:00:56.4

20th April: 5 miles – 231-300 ci

1	4 Joe Nikrent	Case Bullet	0:04:17.6
2	Louis Disbrow	Case White Streak	
3	Whalen	Little Giant Case	

20th April: 3 miles

1	10 Earl Cooper	Stutz	0:02:37.6
2	Hall	Comet	
3	Rossi	Pope-Hartford	

20th April: 2 miles

1	Whalen	Little Giant Case	0:02:14.0
2	4 Joe Nikrent	Case Bullet	
3	7 Ray Cooper	Little Comet	

20th April: 0.5 miles – Exhibition

	Louis Disbrow	Jay Eye See	0:00:23.0

20th April: 10 miles

1	4 Joe Nikrent	Case Bullet	0:08:27
2	10 Earl Cooper	Stutz	
3	Hall	Big Comet	

20th April: 5 miles – Exhibition

	Louis Disbrow	Simplex

Car stopped because of blow-out at the end of the fourth mile. Time for this distance was 2:03.4.

20th April: 10 miles

1	4 Joe Nikrent	Case Bullet
2	10 Earl Cooper	Stutz
3	Rossi	Pope-Hartford
	7 Ray Cooper	Comet

21st April: 0.5 miles – Exhibition Trial

1	Louis Disbrow	Jay-Eye-See	0:00:24.2
2	4 Joe Nikrent	Case Bullet	0:00:24.6
3	10 Earl Cooper	Stutz	0:00:27.2
4	Agraz	Maxwell	0:00:34.0

21st April: 3 miles – Class C, non-stock 161-230 ci

1	Ray Cooper	Comet	0:03:27.4
2	L.L.Gummow	Patterson	

21st April: 2 miles – Class C, non-stock 231-300 ci

1	4 Joe Nikrent	Case Bullet	0:02:48.3
2	Whalen	Case Little Giant	
3	Agraz	Maxwell	

21st April: 3 miles – Class C, non-stock 301-450 ci

1	Harold Hall	Comet	0:02:30.0
2	10 Earl Cooper	Stutz	

21st April: 1 mile – Exhibition Run

	Louis Disbrow	Jay-Eye-See	0:00:45.8

21st April: 5 miles – Class E, non-stock 450ci and under

1	4 Joe Nikrent	Case Bullet	0:04:22.4
2	10 Earl Cooper	Stutz	
3	Whalen	Case Little Giant	
4	Agraz	Maxwell	

21st April: 3 miles – Class E, non-stock 300ci and under, Handicap

1	7 Ray Cooper	Comet	0:03:02.8
2	Agraz	Maxwell	
3	Whalen	Case Little Giant	

21st April: 0.5 miles - Exhibition

	Louis Disbrow	Jay Eye See	0:00:28.2

21st April: 3 miles – Handicap Match Race

1	Louis Disbrow	Simplex Zip	0:02:35.6	
2	4 Joe Nikrent	Case Bullet		*15s handicap*

21st April: 5 miles – Handicap Free-for-all

1		Louis Disbrow	Simplex Zip	0:04:29
2	4	Joe Nikrent	Case Bullet	
3		Whalen	Case Little Giant	
4	7	Ray Cooper	Comet	

Run under the auspices of the Oakland Shriners.

I Annual Hillclimb of the Atlanta Automobile and Accessory Association, GA

11th May 1912 – Stewart Avenue Hillclimb

FP	#	Driver	Car	Time
Event 1 – Cars 160ci and under				
1		Francis Lundgren	Flanders 20	
R		Philip L'Engle	Hupmobile	
Event 2 – Cars 161-230 ci				
1				
2		Abbott	Ford	0:01:04
3		L.O.Teasley	Ford	0:01:11
Event 3 – Cars 231-300 ci				
?				
Event 4 – Cars 301-450 ci				
1		L.S.Crane	Pope-Hartford	0:00:51.4
2		Bruce McKerall	National	0:00:54.6
3		C.O.Norman	Buick 16	0:00:55.4
			Ford Model T	
			Ford Model T	
			Oakland	
			Dorris	
Event 5 – Free-for-all				
1		Bruce McKerall	National	0:00:53.8
2		L.S.Crane	Pope-Hartford	0:00:54.0
3		C.O.Norman	Buick 16	0:00:55.2
4		Francis Lundgren	Flanders 20	0:01:00.4
5		B.S.Abbott	Ford	0:01:02.2
6		Cal Guthrie	Dorris	0:01:10.0

Belmont Driving Park, Narbeth, PA

8th June 1912

The following events (with entrants) were scheduled:

FP	#	Driver	Car	Time
Event 1 – 10 miles – Class C2, non-stock 161-230 ci				
		W.Burke	EMF	
		G.Duval	Flanders	
Event 2 – 10 miles – Class C3, non-stock 231-300 ci				
		Johnny Raimey	Ohio	
		Hughie Hughes	Mercer	
		John Minker	Kline-Kar	
		W.Burke or G.Duval	EMF	
Event 3 – 10 miles – Class C4, non-stock 301-450 ci				
		John Minker	Kline-Kar	
Event 4 – 10 miles – Class C5, non-stock 451-600 ci				
		Ralph D.Earle	American Traveler	
		Bob Burman	Ohio	
Event 5 – Best 2 of 3 heats, Free-for-all for Remy Brassard Trophy, Heat 1.				
		Bob Burman	Ohio	
		Hughie Hughes	Mercer	
		Joe Matson	Benz	

Louis Meneghetti	Mercedes
Lee Oldfield	FIAT

Event 6 – Track Record Attempt

Bob Burman	Ohio

Event 7 – Remy Brassard Heat 2, 3 miles with flying start

Event 8 – 25 miles – Combination Race

Ralph D.Earle	American Traveler
Hughie Hughes	Mercer
John Minker	Kline-Kar
W.D.Gosnell	Kline-Kar
Johnny Raimey	Ohio
TBA	Cutting
TBA	Ohio

Event 9 – 5 miles – Free-for-all, Handicap

W.Burke	EMF
G.Duval	Flanders 20
Ralph D.Earle	American Traveler
Hughie Hughes	Mercer
John Menker	Kline-Kar
William Gosnell	Kline-Kar
Johnny Raimey	Ohio
Joe Matson	Benz
Bob Burman	Ohio

This event was to be run by the Quaker City Motor Club. There is something odd about it though – although the meeting was mentioned in the Trenton Evening Times in advance, that the meeting actually happened was not reported at all, and Bob Burman's races were always reported, even if they took place outside of the USA (for instance in Cuba). I suspect that the races were postponed, and were re-run on the 29th June (see later) without the presence of Bob Burman, hence the lack of reporting.

Rockingham Park, Salem, NH

8th June 1912 – 1 mile banked oval

FP	#	Driver	Car	Time
5 miles				
1		G.C.Jessop	Buick	0:05:37.4
2		Jack H.Le Cain	Stutz	
3		Harry Grant	Berkshire	
5 miles – Amateurs				
1		John J.Kingsley	Thomas	0:05:51.8
2		Nelson Slater	Bianchi	
10 miles - Handicap				
1		J.F.Esleeck	Lexington	0:13:22.6
2		G.C.Jessop	Buick	
3		A.J.Willis	Hudson	
20 miles				
1		Harry F.Grant	Berkshire	0:25:12.8
2		Harry Cobe	Jackson	
50 miles				
1		Jack H.Le Cain	Stutz	0:54:20.2
2		Harry Grant	Berkshire	
R		J.F.Esleek	Lexington	
R		A.S.Hart	National	
R		G.C.Jessop	Buick	43 laps/accident
R		Harry Cobe	Jackson	
R		Charles Basle	Bianchi	

Had been due to take place on the 30th May, but were postponed due to rain.

Elm Ridge, MO

15th June 1912

FP	#	Driver	Car	Time
R.H.Collins Trophy				
1		W.W.Brown	Buick	

Toledo, OH

15th June 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time
Remy Brassard Trophy, Heat 1				
1		Louis Meneghetti		
2		Bob Burman		
3		Bert Dingley		
Remy Brassard Trophy, Heat 2				
1		Bob Burman		
2		Louis Meneghetti		
Remy Brassard Trophy, Heat 3				
1		Bob Burman		
2		Louis Meneghetti		

Automobile Club of Washington Reliability Run, DC

18th-20th June 1912 – 456 miles

Route:
18th June: Washington-Hagerstown-Harrisburg, 160 miles
19th June: Harrisburg-Philadelphia, 142 miles
20th June: Philadelphia-Washington, 154 miles

The cars were to run in two classes of seven divisions each. There was also a grand sweepstakes prize with a trophy donated by T.S.Johnston, manager of the local branch of the Buick Motor Company, and it was known as the Ted Johnston Cup. The results of this event aren't known.

Algonquin, IL

20th June 1912 – Hillclimb

FP	#	Driver	Car	Time
Jayne's Hill				
1		Frank Kulick	Ford	0:00:15.4
Philip's Hill				
1		Frank Kulick	Ford	0:00:27.2

Santa Ana, CA

23rd June 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time
1		Bert Shindeldecker	EMF	
		Kincaid	Flanders	

There was only one finisher

Albert Lea Fairgrounds, MN

27th June 1912

FP	#	Driver	Car	Time

2.5 miles

1	Rasmussen	Overland	0:04:05
2		Flanders	

2.5 miles

1	Rasmussen	Overland
2	Woleski	Ford

Part of the 3rd Annual Picnic of the Dairymen of Freeborn County.

Belmont Driving Park, PA

29th June 1912

FP	#	Driver	Car	Time
10 miles				
1		John Minker	Kline-Kar	
50 miles				
1		John Minker	Kline-Kar	0:53:39

S.R.Blockson protested the victory of the Kline-Kar, claiming that officials had failed to record one of his laps.

1 mile – Time Trial

	John Minker	Kline-Kar	0:00:58

Sportsman Park, IL

2nd July 1914

As part of the days largely equestrian events, a race took place between a touring car from Edwardsville and a car owned by George Hildebrand of Alton. The Edwardsville car won the race.

Butte, MT

4th July 1912

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Barney Oldfield	Christie 200 hp	0:00:57.4
		Barney Oldfield	Christie 200 hp	0:00:57.0

The fastest time was set on Oldfield's second run, after which his manager announced that a new state record for a mile had been established. According to the Anaconda Standard, a man in the stand shouted "Montana has no professional record", followed by another man who shouted "the mile record for a circular track is held by Burman, who made it in 48.5s."

5 miles – Exhibition, Flying Start			
		Barney Oldfield	Cino	0:05:07
10 miles – Amateur drivers				
1		Art Hayes	Pope-Toledo 50 hp	0:11:11.4
		Herb Riley	Ford 22.5 hp	
		Pete Holmes	Chalmers 30 hp	
10 miles				
		Barney Oldfield	Cino	0:10:41.25
		Heinemann	Prince Henry Benz	

Elm Ridge, MO

4th July 1912

FP	#	Driver	Car	Time

5 miles (1 mile x 5 laps) - Buick Trophy

R	Jack McLain	Velie H1 Racytype	4 laps/engine

Race

1	Joe Nikrent	Case
=	Bill Endicott	Schacht

The race was a dead heat and it was voted to split the purse. The drivers weren't satisified and asked for another race. A Stearns driven by Kinell and the Velie driven by Jack McLain agreed to drop out, and Nikrent and Endicott were allowed to race by themselves over 1 mile with a flying start and with Endicott in pole position.

1 mile - Decider

1	Joe Nikrent	Case
2	Bill Endicott	Schacht

Nikrent got a bad start, but Endicott's mechanician had neglected to screw down the gasoline tank cap and he could get no pressure, which allowed Nikrent to catch up. Nikrent gained a lead of two feet in the second turn, and held on to the finish.

Frederick Fairgrounds, MD

4th July 1912 – 0.5 mile dirt oval

FP	#	Driver	Car	Time

1 mile – Time Trial

1		Harry W.Bowers Jr		0:01:35

"Stick" Gosnell was the mechanician for Bowers Jr, and it was reported that he "hung at a seemingly very dangerous angle from the side of the car on the turns".
The meeting was held by the Frederick Driving Club – the auto race was part of a series of events which included motorcycle races, horse races and harness races.

Imperial Valley, CA

4th July 1912 – 618.3 miles (206.1 miles x 3 laps)

FP	#	Driver	Car	Time
1		Ed Lyons	Buick 40	
2		Conant	Buick 40	
3		Bear	Halliday	

There was a fatal accident during the event. The event was open to residents of Imperial Valley, and the course featured 105 bridges and culverts, 37 turns and nine miles of sand.

Memphis Fairgrounds, TN

4th July 1912 – dirt oval

Joe Dawson drove an exhibition mile in a National (the Indy 500 winning car) for the benefit of the Elk's Lodge of Memphis. He was subsequently suspended by the AAA Contest Board for driving in an unsanctioned event, but was reinstated on the 26th September in a meeting of the contest board at Chicago.

Monticello Driving Park, NY

4th July 1912 – 1 mile oval

FP	#	Driver	Car	Time

5 miles

1		George Lehnick	Daimler
2		Elwood Geraghty	Maxwell

Fastest Lap: Lehnick, 1m33.

Santa Paula, CA

4th July 1912

Automobile races were held as part of the county celebrations at Santa Paula over a nine mile course. The results of the races aren't known.

Winfield Fairgrounds, KS

4th July 1912

FP	#	Driver	Car	Time
2 miles (0.5 miles x 4 laps) – Heat 1, Cars over 25 hp				
1		W.W.Brown	Buick 10	0:02:08
2		Charles Mosieux	Flanders 20	
3		Jim Henderson	Regal 20	Crashed

Henderson went through the fence at some 60 mph, smashing the car. He and his race mechanic (Jack Richards) escaped unhurt though, the car coming to rest on first base of the Winfield Reds baseball diamond.

2 miles (0.5 miles x 4 laps) – Heat 1, Cars under 25 hp				
1		W.W.Brown	Buick	0:02:55
2		Glen Breed	Buick	
2 miles (0.5 miles x 4 laps) – Heat 2, Cars under 25 hp				
1		W.W.Brown	Buick 10	0:02:52
2		Charles Mosieux	Flanders 20	
10 miles (0.5 miles x 20 laps) – Free-for-All				
1		Glen Breed	Buick	0:14:08.5
2		Charles Mosieux	Flanders 20	
3		W.W.Brown	Buick 10	transmission
0.25 miles (0.5 miles x 0.5 laps) – Slow Race				
1		Harold Cooper	Paige Touring	
R		Paul Hutchinson	RAC	stalled

Mosieux's car was also referred to as a Studebaker in the local press, since the car was actually built by the Studebaker company. In the slow race, contestants had to drive without touching the foot controls or use any way of slowing the car except for the throttle or the spark.

Old Orchard Beach, ME

4th-6th July 1912

FP	#	Driver	Car	Time
4th July: 1 mile				
1		Louis Disbrow	Jay Eye See	0:00:35.2
2		Jack Rutherford	National	0:00:47
4th July: 10 miles				
1		Joe Nikrent	Case	0:10:28.6
2		Alfred Hummell	Mercer	
4th July: 5 miles				
1		Harry Grant	Berkshire	0:04:25.8
2		Dave Lewis	Stutz	0:04:42.2
4th July: 10 miles				
1		Louis Disbrow	Simplex Zip	0:08:36.75
2		Joe Matson	Fiat	0:08:50.2
4th July: 100 miles				
1		Dave Lewis	Stutz	1:17:48.75, 75 miles
2		Harry Grant	Berkshire	1:21:06, 65 miles
3		Neil Whalen	National	1:21:12, 65 miles
R		Charles Basle		fire

Was stopped after 75 miles due to the incoming tide. There were nine starters, but only three runners when the race was stopped.

5th July: 5 miles

1	Dave Lewis	Stutz	0:04:40
2	Joe Matson	Fiat	0:04:42

5th July: 50 miles

1	Alfred Hummell	Mercier	0:54:10.5
2	Joe Nikrent	Case Bullett	0:55:45
3	Howard Plimpton	SPO	1:07:10.25

5th July: 5 miles – Special Race

1	Billy Burke	EMF	0:05:40.1
2	John De Palma	Mercier	0:05:57.1

5th July: 5 miles – Special Handicap Trial

1	Billy Burke	EMF	0:05:46.5

5th July: 1 mile – World Record Attempt, Flying Start

	Louis Disbrow	Jay Eye See	0:00:39.2

5th July: 5 miles

1	Jack Rutherford	National	0:04:32.5
2	Dave Lewis	Stutz	0:04:43.1

5th July: 100 miles

1	Bill Endicott	Schacht	1:36:41
2	Jack Rutherford	National	1:36:50.5
3	Neil Whelan	National	1:39:10

6th July: 10 miles

1	Joe Nikrent	Case	0:09:54
2	John De Palma	Mercier	
3	James Esleect	Lexington	

6th July: 5 miles, Flying Start

1	Louis Disbrow	Simplex Zip	0:04:??

6th July: 10 miles

1	Louis Disbrow	Simplex	0:08:52
2	Fred Paisle		

6th July: 100 miles

1	Dave Lewis	Stutz	1:32:43.6
2	Bill Endicott	Schacht	
	Neil Whalen	National	

There were six starters in this race

Run by the Old Orchard Automobile Association.

Plainview, TX

4th-6th July 1912

FP	#	Driver	Car	Time

4th July: 20 miles

1	Hubbard Bros	Ford	
R	Jack McWhorter	Ford	rolled

4th July: 10 miles

1	Ollie Tubbs	Buick 16	
?	Jack McWhorter	Ford	

6th July: 20 miles

1	Ollie Tubbs	Buick 16	

Fort Wayne Driving Park, IN

7th July 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time

1 mile – Record Attempt

	Bob Burman	Benz	0:00:53.25

3 miles – Remy Brassard Trophy, Heat 1

1	Bob Burman		
2	Louis Meneghetti		engine

3 miles – Remy Brassard Trophy, Heat 2

1	Bob Burman		

3 miles

1	15 Bob Burman	Cutting	
	14 Kile	White	
R	John Raimey	Ohio 99	accident

Raimey was carrying newspaperman M.S.Cadden alongside when he crashed through the fence, fracturing one of Raimey's ribs.

The races had been scheduled to take place on the 18th June, but were delayed due to rain.

Portland Country Club, OR

9th July 1912 – Dirt Oval

FP	#	Driver	Car	Time

5 miles – Time Trial

		Fritsch	Cino	0:04:48

5 miles – Heavy Cars

1		Fritsch	Cino	0:05:21.4/0:05:03.4
R		Heinemann	Benz	magneto

Heinemann was driving Barney Oldfield's Benz, but went out with magneto trouble. The race was repeated for his benefit, and the same thing happened again. Both times are given above.

5 miles – Free-for-all

1		Fritsch	Cino	0:04:56
2		Teddy Tetzlaff	Fiat	
3		Verbeck	Fiat	
R		Chris Dundee	White steamer	crash

Dundee went over a thirty foot bank, destroying the car. It was thought that the accident might be fatal, as his face was crushed, and both legs and two ribs were broken. Tetzlaff was close behind Fritsch, but when a crowd came onto the track after the accident he was forced to back off.

5 miles – Free-for-all

1		Teddy Tetzlaff	Fiat	0:04:59
2		Verbeck	Fiat	
3		Hill	Fiat	

5 miles – Heavy cars

1		Teddy Tetzlaff	Fiat	0:04:47
2		Fritsch	Cino	

Run by the Portland Automobile Racing Association.

2nd Four States Reliability Run (IN, OH, WV, KY)

9th-24th July 1912 – 1283.9 miles

Entrant	Crew	Car	Remarks
	Clarence Lamar/M.G.Beckner/W.D.Edenburn	Great Western	Confetti car. Edenburn was the official pilot.
	George Treadgold/A.B.Wagner	Marmon	
	Ralph Erwin/F.E.Hoop	Marmon	
	Walter Weldley/Col.H.M.Love/John Orman	Premier	Press car
	Dr Lyon/Henry Leutzinger/William Herschel	Premier	Ambulance
	Lou Pettijohn/Fred Wellman	Cole	Press car
	C.H.Walters/M.L.Alfont	DeTamble	
	A.W.Patty/J.W.Sandberry	DeTamble	

	C.L.Williams/Elwood Hayes	Haynes	
	T.H.Burke/A.L.Tish	Haynes	
Double Fabric Tire Company	B.A.Beidler/Will Willenar/Earl Parker/George A.Bishop	Auburn	
Marion Sales Co	W.W.McClure/Hugh Dane	Marion	
Marion Sales Co	Ray Leeman	Marion	
	G.P.Simons/W.K.Bramley/Henry Knippenberg	Pathfinder 40	Had accident in West Salem.
	Bruce Daniels/Charles Scholler/H.G.Copeland	Pathfinder 40	
	D.S.Monasco/E.C.Updyke	American	
	M.O'Leary/Ralph Reade	American	
	C.E.Hayden/H.G.Fletcher	American	
	Howard Van Matre/Lawrence Bailey	Maxwell	
	W.McK./White	Maxwell	
	Henry D.Pierce/Milford Weisle	Maxwell	
	Kenneth Highley	Lexington	
	C.E.Henderson/Jack Ewing	Nyberg	
	Dr E.W.Seawright/Joseph Hemming	Nyberg	
	Perry Cozatt/Buster Kiger	Nyberg	
	Emory Houston/Leo Kohn/Ned Cotton	McFarlan	
	W.B.Adams/Earl Walker/H.M.McFarlan/John Meyers	McFarlan	
	V.F.Whitesides/J.C.Cockran/Thomas Wright/Dick Brannigan/Al Moody/Jack Kennedy/James Wallope	Whitesides Truck	

The event was for cars manufactured in Indiana. It was really a sales promotional tour, as it was not sanctioned by the AAA and was meant to be non-competitive.

III Annual Cleveland News Reliability Run, OH

15th-18th July 1912 – 700 miles

The run was to go through Mansfield and Sandusky on the 15th. Although almost 60 cars were entered, the run was abandoned "on account of the lack of variety in the automobiles which were entered for the event. There had been almost as many entries as last year, but there was not the variety in the make of automobiles and in that lay the chief interest of the public in the event."

Annual Reliability Run of the Wisconsin State Automobile Association, WI

16th-20th July 1912 – 619 miles

#	Entrant	Driver	Car	Remarks
1	Hokanson Auto Co	Emil Hokanson	Buick	
2	T.M.Company	Jake Hanson	Case	
3	Hustis Bros	P.B.Hastis	King	
4	Bates-Odenbrett Auto Co	James Holmes	Krit	
5	J.E.Morehouse	Jay E.Morehouse	Hupmobile	
6	Hickman-Lauson-Diener Co	Thomas R.Bell	Ford	
8	Frank Statz	W.H.Soules	Flanders 20	
9	C.F.Spooner	C.F.Spooner	Oakland	
10	R.D.Rockstead	R.D.Rockstead	Paige	
11	W.E.Allen Co	H.R.Gallun	Marion	
12	Bates-Odenbrett Auto Co	Charles Johnson or R.G.Bates	White	
21	H.O.Stenzel	H.O.Stenzel	White	Perfect score in Schandein Trophy.
22	J.D.Babcock	J.D.Babcock or Lynn Alderman	Franklin	Perfect score in Schandein Trophy.

Cars 1-12 took place in the sweepstake event for The Sentinel Cup, cars 21 and 22 the Schandein Trophy event.

Route: Started from the Hotel Pfiester in Milwaukee, going through Racine, Kenosha, Bulrington, Lyons, Lake George, Elkhorn, Delavan, Darlen, Clinton to a night control in

Beloit. The next day it went through Janesville and Fond du Lac to Madison (overnight stop on the 16th), then through Oshkosh (overnight stop on the 17th) and Menasha before returning to Milwaukee.

Both cars in the Schandein Trophy event for private owners finished, but as there were only two entrants the trophy was not awarded, and certificates of perfect score were issued instead.

Farm and Ranch Tour, TX

26th-27th July 1912 – 750 miles: Dallas-San Antonio-Dallas

Driver	Car	Class	Remarks
W.R.Bishop	Franklin	Touring car	Perfect score.
J.M.Howe	EMF	Touring car	Perfect score. Won a nickel plated large Klaxon horn given by the Fisk Company.
W.R.Mickle	Chalmers	Touring car	Perfect score. Won a Disco self-starter given by the Hudson Motor Co, and a Loving cup given by the Halff Company.
J.R.Pennington	Buick	Touring car	Perfect score. Won a Loving cup given by the Buick company.
R.B.Dunn	Mitchell	Touring car	Perfect score. Won a set of Kelly-Racine casings.
E.W.Bean	Studebaker	Touring car	Perfect score.
D.W.Rutherford	Maxwell	Touring car	Perfect score. Won a Loving cup given by the United Motor Dallas Company.
O.L.Sims	Overland	Touring car	Perfect score. Won a Loving cup given by G.H.Verschoyle.
J.Mantel	Hudson	Touring car	Perfect score.
H.V.Kendrick	Buick	Touring car	Perfect score.
S.J.Hall	Hupmobile	Touring car	Perfect score. Won a nickel plated Jones speedometer given by the Fisk Company.
W.H.Camp	Reo	Touring car	Perfect score. Won Holland Trophy.
W.R.Newton	Ford	Touring car	Perfect score.
R.G.Roach	Ford	Touring car	Perfect score. Won a Loving cup given by the Ford company.
L.B.Adair	Maxwell roadster	2nd division	Perfect score, won $100. Won a nickel-plated Texas longhorn bumper and a nickel-plated longhorn signal given by the Fisk Company.
W.H.Anderson	Case		Won a set of casings, a set of inner tubes and a set of Moore tyre-saving jacks given by the Case Company. 6 penalty points.
W.C.Kingsley	Cadillac		1 penalty point.
B.H.Matthews	Oakland		Dropped out at Waco without giving a reason – was then disqualified.
J.N.Colwick	Mitchell		Burnt out engine after losing water.
V.Coleman	Overland		Retired with broken axle.
B.F.Wilkerson	Oakland		12 penalty points.
H.L.Perkins	Buick		141 penalty points.
W.A.Hamilton	Hupmobile		Retired with magneto trouble.
M.C.Christian	Brush		
W.F.Ramming	Ford		Retired south of Dallas after another car reversed into him and broke his rear wheel.
L.I.Wilmans	Buick		Retired with broken crank-shaft.

There were 43 entries. 14 cars in the touring car class finished with perfect scores, so the winning prize of $300 was split equally between them. So many cars finished with a perfect score that a draw was held to determine the winner of the Holland Trophy.
A fatal accident happened on the 27th when Earl Wicks, a four year old boy, was run down and killed. Witnesses say one auto struck the boy, knocking him down and that another then ran over his body as it lay in the road. The accident happened near Miller's bridge. When the drivers reached Dallas an effort was made to locate the car which hit the boy, but the offender was not found.

North Side Driving Park, IA

28th July 1912 – Boone: ½ mile dirt oval

FP	#	Driver	Car	Time
0.5 miles – Slow auto race				
1		Ralph Anderson		0:10:09.6
10 miles – Free-for-all				
1		Boody	Ford	0:14:28.0
2		Harrison	Flanders	0:14:32.4
5 miles – Free-for-all, 2 cylinder cars				
1		John Erickson	Buick	0:06:02
10 miles – Free-for-all				
1		Boody	Ford	0:14:25
2		Harrison	Flanders	0:14:28
5 miles – Novelty race				
1		John Erickson	Buick	
2		Ross Smith	Overland	
5 miles – Individual Owners Race				
1		John Erickson	Buick	0:07:52
2		Mason/Mason	Mason	0:07:53
10 miles – Free-for-all to establish track record				
1		Boody	Ford	0:14:35
2		Harrison	Flanders	0:14:36.5

There may have been races on the 29th as well.

Altoona Fairgrounds, PA

3rd August 1912 (estimated) – ½ mile dirt oval

Harry Tyle was driving a 200 hp White Streak when his left-front tyre burst, causing the car to crash through the outside railing and go over a ten-foot embankment, rolling twice. Tyle was thrown clear and was uninjured – he had been racing Bob Burman.

Newport Hillclimb, IN

8th August 1912 – 0.38 miles

FP	#	Driver	Car	Time
Free-for-all				
1			Mysterious 26	0:00:20.1, 68 mph
2			Knox Giant	0:00:20.4
			Pope-Hartford	
			Stoddard-Dayton	
			Marquette-Buick	
			Falcar	
			Interstate	
			Interstate	

The Mysterious 26 was a reconstructed Buick built by Charles Shambaugh.

Open				
1		D.R.Noonan	Maxwell	
Edgar County Championship				
1		D.R.Noonan	Maxwell	

Randall Park, OH

8th August 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time
Record Attempt				
		Bob Burman	Benz	0:00:49.4

Burman attempted to break his 1911 record from Brighton Beach of 48.62 – he failed, but set the fastest time ever seen in Cleveland.

3 miles - Remy Brassard Trophy, Heat 1				
1		Bob Burman	Ohio	0:02:48.6
2		Kyle	White	
3		Hickman	Mercedes	
3 miles – Remy Brassard Trophy, Heat 2				
1		Bob Burman	Ohio	0:02:47.4
2		Kyle	White	
3		Hickman	Mercedes	

Heavy rain caused the meeting to be halted early.

Galveston, TX

8th-10th August 1912 – Beach oval

FP	#	Driver	Car	Time
10th August: 200 miles				
1	1	Louis Disbrow	Simplex Zip	3:06:17.90
2		Harry Endicott	Mason Special	3:08:23.30
3		George Clarke	Mercedes	3:15:47.02
4		Bob Evans	Flanders	
	6	H.Ulbrecht	Case "Sea Cow"	
		15 starters		
10th August: 75 miles				
1	1	Louis Disbrow	Simplex Zip	
2	10	Clark		
10th August: 1 mile – Time Trial, Flying Start				
		Louis Disbrow	Jay-Eye-See	0:00:31.11

Part of the Cotton Festival celebrations.

IV Annual Reliability Tour of the Minnesota State Automobile Association, MN

8th-12th August 1912 – Minneapolis-Winnipeg-Minneapolis: 1095 miles

Entrant	Driver	Car	Remarks
O.A.Brieton		Pierce Arrow	Press car
Dr Blanshard		Cadillac	
	Matt Mills	Paige-Detroit	Pilot car. Carried J.H.Prior as pilot, R.E.Tucker as checker.
	Holm Fawkes	Marmon	Perfect score – won event, and the Minneapolis Journal Trophy for the touring car class.

17 cars started. 5 cars were due to join the run at Thief River Falls and go to Winnipeg.

Route:
8th August: Minneapolis-Little Falls-Wadena
9th August: Wadena-Thief River Falls
10th August: Thief River Falls-Winnipeg
11th August:
12th August:

The tour was also known as the Little Glidden. Rain made the going heavy on the 8th.

Milford Fairgrounds, IA

14th August 1912 – Dirt oval

FP	#	Driver	Car	Time
10 miles				
1		M.J.Stoll	Jackson	0:13:32
2		Heine DeLaney	Cutting	
3		Grant Donaldson	Ford	

Fort Wayne Driving Park, IN

25th August 1912 – 1 mile dirt oval

The picnic given by the Loyal Order of Moose, Fort Wayne Lodge no. 200 at the Fort Wayne Driving Park featured auto races between the members. Details of the races aren't known.

Brighton Beach, NY

2nd September 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time
25 miles - W.B.Trophy				
1		Bob Burman	Cutting	0:26:28.56
3 miles – Remy Grand Brassard Trophy, Heat 1				
1		Bob Burman	Benz	0:02:45.05
5 miles				
1		Billy Burke	EMF	0:06:02.35
5 miles				
1		Dave Lewis	Stutz	0:05:05.40
5 miles				
1		Dave Lewis	Stutz	0:05:16.61

There was rain and poor track conditions, so only four of the seven auto races scheduled were run. The remaining events were to be run the following Saturday (7th).

Marion Fairgrounds, OH

2nd September 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Heat 1				
1		Sidney Martin	Buick	0:06:58
2		Newton Davis	Ford	0:07:02
5 miles – Heat 2				
1		Sidney Martin	Buick	0:06:50
2		Newton Davis	Ford	0:07:04

The fifth annual gathering of Bills of Marion County held a meeting which featured motorcycle, harness and auto races.

Big Four Fairgrounds, Nashua, IA

6th September 1912

FP	#	Driver	Car	Time
1 mile – Exhibition				
		C.W.Cannar	De Dietrich "Tornado" 150 hp	0:01:18.6
		Marion Arnold	Marquette Buick	0:01:20.8
		C.W.Cannar	Arbenz "Blue Streak"	0:01:23
3 mile – Match Race, Heat 1				
1		C.W.Cannar	Arbenz "Blue Streak"	0:01:06

2	Marion Arnold	Marquette Buick	

Slow-High Speed Race

1	E.F.Palmatier	Carter Car	
	F.A.Marks	Buick	
	W.A.Granger	Cadillac	
	C.H.Hanson	Regal	
	William Langston	Cole	
	F.L.Schroeder	Ford	
	C.H.Ludwig	Ford	
	R.A.Walker	Moon	

3 miles – Novelty Race

1	Stanley Beck	Ford	0:07:?0

Part of the Big Four Fair. The races were staged by F.C.Bailey, who put on a series of races in the summer with his two drivers C.W.Cannar and Marion Arnold.

Brighton Beach, NY

7th September 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time
40 miles				
1		Bob Burman	Ohio 999	0:43:09.27
R		Billy Burke	EMF	22 miles/rolled/fractured right wrist
1 mile – Record Attempt, Flying Start				
		Bob Burman	Benz	0:00:47.86
3 miles – Remy Grand Brassard Trophy, Heat 2				
1		Harry Kyle	White	
R		Bob Burman	Benz	accident damage
R		Henry Hickman	Mercedes	accident damage

Burman attempted to take the lead from Hickman but hit it. Burman's Benz reared into the air, but landed safely – unfortunately both cars were badly damaged, so the race was postponed.

Hamline, MN

7th September 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Exhibition				
1		Louis Disbrow	Jay-Eye-See	0:01:19
2		Bill Endicott	Case Eagle	0:01:20
3		Joe Nikrent	Case Bullet	0:01:21
4		Ulbricht	White Streak	0:01:25
3 miles – Match Race				
1		Louis Disbrow	White Streak	0:04:45
2		Joe Nikrent	Case Bullet	
3 miles – Exhibition Time Trial				
		Louis Disbrow	Simplex Zip	0:03:50
Australian Pursuit				
1		Louis Disbrow	Simplex Zip	0:03:49
2		Joe Nikrent	Case Bullet	3 miles
3		Bill Endicott	Case Eagle	2 miles
4		Ulbricht	White Streak	0.5 miles
0.5 mile – Exhibition Time Trial				
		Louis Disbrow	Fiat	0:00:37
3 miles				
1		Bill Endicott	Case Eagle	0:04:44
		Joe Nikrent	Case Bullet	
		Louis Disbrow	White Streak	

3 miles - Free-for-all

1	Louis Disbrow	Simplex Zip	0:04:25
2	Bill Endicott	Case Eagle	
3	Ulbricht	White Streak	
R	Joe Nikrent	Case Bullet	engine

Part of the Minnesota State Fair.

Fond du Lac Fairgrounds, WI

8th September 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles				
		Louis Disbrow	Jay Eye See	0:03:15
3 miles				
1		Louis Disbrow	White Streak	
2		Joe Nikrent	Case Bullet	
Australian Pursuit				
1		Louis Disbrow	Simplex Zip	
Handicap Race				
1		Bill Endicott	Case Eagle	
2		Louis Disbrow		
3		Joe Nikrent	Case Bullet	

Sandusky Fairgrounds, OH

13th September 1912

Races were held at the fair run by the Erie County Agricultural Society. They were managed by E.A.Moross, so they might have featured Bob Burman – however, the results are not known.

Randall Park, OH

14th September 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Barney Oldfield	Christie	0:00:49.93
		Louis Disbrow	Simplex Zip	0:00:49.35
		Barney Oldfield	Christie	0:00:47.91
2 miles – Record Attempt				
		Barney Oldfield	Christie	0:01:38.87
10 miles – Record Attempt				
		Louis Disbrow	Simplex Zip	0:08:17.02

Fort Wayne Fairgrounds, IN

14th-15th September 1912

FP	#	Driver	Car	Time

Bob Burman was due to drive at Fort Wayne Fairgrounds on the 14th. However, neither his Blitzen Benz nor Blitzen Benz II could race as they were badly damaged when the rope by which they were being towed broke just as they were crossing a bridge in Lawton Park, sending the cars together against an iron post on the bridge. The Blitzen Benz II lost a front wheel and damaged the front axle, while the Blitzen Benz had a badly bent front axle and damaged steering. The cars arrived and were repaired by mechanics with help from Burman. The races were postponed anyway on the 14th because of rain.

15th September: Record Attempt			
	Bob Burman	Blitzen Benz II	0:00:51.0

	Bob Burman	Blitzen Benz II	0:00:50.0

15th September: 3 miles – Free-for-all, Heat 1

1	Joe Horan	Cutting	0:02:52
2	Bob Burman	Ohio 999	

15th September: 3 miles – Free-for-all, Heat 2

1	Bob Burman	Ohio 999	
2	Joe Horan	Cutting	

15th September: 3 miles – Free-for-all, Heat 3

1	Bob Burman	Ohio 999	
2	Joe Horan	Cutting	

Kansas State Fairgrounds, Hutchinson, KS

21st September 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles – Stock Cars				
1		W.W.Brown	Buick 10	0:04:16.6
2		Thomas N.Blondefield	Buick 10	
1 mile – Exhibition Run				
		Barney Oldfield	Cino	0:01:16.6
		Barney Oldfield	Christie V4	0:01:10.0
2 miles – Exhibition Run				
1		Barney Oldfield	Cino	0:02:13.0
2		Louis Heinemann	Prince Henry Benz	0:02:29.0

Osage Fairgrounds, IA

27th September 1912 – ½ mile dirt oval

C.W.Cannar gave an exhibition race in his De Dietrich 150 hp, and 12 cars participated in the races. Cannar had a narrow escape on a sharp turn when two tyres blew out at the same time.

Part of the Mitchell County Fair.

Birmingham, AL

29th September 1912

No details of the races themselves are known, but L.S.Crane competed and was disqualified by the AAA from competing in their events as a result, as the meeting was not sanctioned by the AAA. He wasn't reinstated, and even then on a temporary basis, until the 5th May 1914.

Detroit Fairgrounds, MI

30th September 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time
Record Attempts				
		Louis Disbrow	Simplex	30 miles – 0:27:21
		Louis Disbrow	Simplex	40 miles – 0:36:25
		Louis Disbrow	Simplex	50 miles – 0:45:32

These were reported as being new records for these distances.

Maxwellton, MO

30th September 1912 – 1 mile dirt oval

Ollie Savin went through the fence, falling down a ten foot embankment and overturning at the bottom. Savin was pulled from underneath the wrecked car, and suffered two broken ribs. Bob Burman made the best time of the day, going two miles in 1m32.6.

St Louis Endurance Run, MO

October 1912 – 110 miles

The date of this event is unknown - on the 26th October it was reported as being "recent". The event was won by H.Ahrens driving a 1912 Franklin Model D. 27 cars competed, and it was sanctioned by the AAA. Ahrens was penalised one point at the end for being ahead of schedule, and six points for minor features on the examination of his car.

Blue Earth, MN

3rd October 1912

FP	#	Driver	Car	Time

Cannar was driving a Colby Red Devil (the same car that killed Billy Pierce at Sioux City) when his car threw a tyre and rolled, falling on the driver and causing him severe injuries. He usually drove a De Dietrich known as the Green Goblin, but Marion Arnold had driven this through a fence during races at Mason City a few days earlier.

Albert Lea Fairgrounds, MN

4th October 1912

FP	#	Driver	Car	Time
1 mile – Track Record Attempt				
		Ray Boody	Colby White Flyer	0:01:17
1 mile – Time Trial				
	1	Ray Boody	Colby White Flyer	0:01:20.0
	2	Chester Cheney	Green Goblin	0:01:20.6
3 miles – Heat 1				
	1	Ray Boody	Colby White Flyer	0:04:32
	2	Chester Cheney	Green Goblin	
Slow Race				
	1	Ray Ransom	Cadillac	
	2	Ollie Connors	Buick 29	
3 miles - Heat 2				
	1	Ray Boody	Colby White Flyer	0:04:07
	2	Chester Cheney	Green Goblin	
3 miles – Heat 3				
	1	Chester Cheney	Green Goblin	0:04:00
	2	Ray Boody	Colby White Flyer	

The Green Goblin was a De Dietrich Torpedo. Cannar had been due to drive the car, but was injured at the Blue Earth meet on the 3rd.

Asheville Hillclimb, NC

4th October 1912

FP	#	Driver	Car	Time
Free-for-all				
	1	H.Prigg	Nyberg Six-45	
			Marquette-Buick	
			Chalmers	
			Palmer-Singer	
			Stearns	
			National	

Peoria, IL

4th October 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Louis Disbrow	Simplex Zip	0:00:54.6
5 miles				
		Louis Disbrow	Simplex Zip	0:04:45.0
5 miles				
1		Bill Endicott	Case Tornado	0:04:59.4
2		Madden	Interstate	
10 miles				
1		Bill Endicott	Case Tornado	0:09:49

Part of the National Implement Show

Sioux City Speedway, SD

4th-5th October 1912 – 2 mile dirt oval

FP	#	Driver	Car	Time
4th October: 10 miles				
1		H.A.Wetmore	Chalmers Ohio 99 Colby	
4th October: 10 miles				
1		H.A.Wetmore	Chalmers Ohio 99 Colby	
4th October: 30 miles				
1		H.A.Wetmore	Chalmers Ohio 99 Colby	
5th October: 10 miles				
1		H.A.Wetmore	Chalmers	
5th October: 2 miles – Free-for-all				
1		H.A.Wetmore	Chalmers	
5th October: 10 miles – Free-for-all				
1		H.A.Wetmore	Chalmers	
5th October: 50 miles – Free-for-all				
1		H.A.Wetmore	Chalmers	
2				45 miles

National Reliability (Glidden) Tour

7th-19th October 1912 – 1600 miles

#	Entrant	Car	Driver	Remarks
1		Flanders		
2		Flanders		
3		Flanders		
4	Lion Motor Car Company	Lion		
5	Lion Motor Car Company	Lion		
6	Lion Motor Car Company	Lion		
7	Krit Motor Car Company	Krit		
8	Krit Motor Car Company	Krit		

The tour was to start from Detroit, and go through Mammoth Cave KY, Vicksburg, Jackson MI, Fort Wayne IN, and finish in New Orleans. There was also a non-competing class in which

Charles J.Glidden was due to drive. However, the AAA called the run off, so Charles Glidden decided that he would lead a group of tourists over the same route under the auspices of the 50,000 Mile Maxwell Club, and organisation of motorists who had been awarded gold medals for driving 50,000 miles. The group consisted of Charles Glidden (driving a Maxwell 40), H.H.Robinson, Harry E.Walls, M.H.Newton, A.V.Harris, P.W.Williams, B.U.Burkett and A.N.Radoye (photographer for the party). They were to leave Detroit on the 14th October, arriving in New Orleans on the 27th October.

Adams County Fairgrounds, Corning, IA

16th-17th October 1912

FP	#	Driver	Car	Time
16th October: 3 miles – Cars under $1000				
1		Dr Hawley		0:05:20
2		Louis Schull		0:05:29
3		W.W.Lavely		0:05:32
16th October: Intermittent race (cars had to stop more than once)				
DQ		John Reese		0:05:08 (failed to stop)
1		Dr Hawley		
2		Louis Schull		
3		W.W.Lavely		
17th October: 3 miles – Cars over $1000				
1		Dr Hawley		
2		W.W.Lavely		
3		Lisle Wheeler		
17th October: 2 miles – 1 cylinder cars				
1		Ralph Coper		0:06:15
2		Len Burrus		
3		E.E.Cupp		retired
17th October: 5 miles – Pursuit Race				
1		Dr Hawley		0:09:15
2		W.W.Lavely		
3		Louis Schull		

Probably at the Adams County Fairgrounds. Was scheduled for the 9th-10th October, but was delayed for a week due to rain.

Evansville, IN

16th October 1912 – ½ mile dirt oval

FP	#	Driver	Car	Time	
1 mile					
		Louis Disbrow	Simplex Zip	0:01:12.0	
Australian Pursuit					
1		Louis Disbrow	Simplex Zip		
		Bill Endicott			
		H.J.Kirkpatrick	Hotchkiss		
		Joe Nikrent			
5 miles – Free-for-all, Handicap					
1		H.J.Kirkpatrick	Hotchkiss	0:06:30	*25s*
2		Louis Disbrow	Simplex Zip	0:06:30.5	*scratch*

Brighton Beach, NY

19th October 1912 – 1 mile dirt oval

A race meeting was held on the 19th October, but the results are not known.

Chicago Reliability Run, IL

21st-28th October 1912 – 1072 miles

Driver	Car	Remarks
Jake Hanson	Case	
H.P.Pranstetter	Kissel Six	Pilot and confetti car. Carried Judge N.H.Van Sicklen.

Event started and finished in Chicago, going around Lake Michigan. There were 22 entrants.

White Plains Fair Grounds, NY

26th October 1912

FP	#	Driver	Car	Time	
1 mile – Time Trial					
1		Spencer Wishart	Mercer	0:01:11	
2		James A.Benedict	Frat	0:01:17.5	
3		Paul G.Thebaud	GJG	0:01:19	
=		L.A.Mitchell	Mason	0:01:19	
5 miles – 240ci					
1		Spencer Wishart	Mercer	0:06:23.25	
2		Paul G.Thebaud	GJG		
3		F.E.Wood	Mason		
5 miles – 310ci					
1		T.E.Wood	Mason	0:06:37	
2		Thomas Costello	Maxwell		
10 miles – Free-for-all					
1		Spencer Wishart	Mercer	0:12:26	
2		Paul G.Thebaud	GJG		
3		James A.Benedict	Frat		
10 miles – Free-for-all, Handicap					
1		Spencer Wishart	Mercer	0:06:21	*scratch*
2		Paul G.Thebaud	GJG		*15s*
3		F.K.Wood	Mason		*40s*

Run under the auspices of the White Plains Agricultural and Fair Association.

V Cactus Derby

27th-28th October 1912 – 511 miles

FP	#	Driver	Car	Time
1	9	Ralph Hamlin	Franklin	18:10:22
2	3	Charles Soules	Cadillac	
3		Fred Fuller	National	
4	1	Sam McKee	Cadillac	
	35	Lyons	National	
	7	Bramlette	Cadillac	
		Bigelow	Mercedes	
		Florsheim	Schact	
		Al Faulkner	Simplex	
		Piper	American	
		Nikrent	Buick	

Cars started from Los Angeles, stopped at Yuma, finished at Phoenix – the race finished with a lap around the state fairgrounds race track. Hamlin won by 45 minutes. There were 12 starters.

San Diego-Phoenix, CA-AZ

27th-28th October 1912

FP	#	Driver	Car	Time

1	D.C.Campbell	Stevens-Duryea	17:??
2	W.E.Ferguson	Apperson	
3	R.L.Greer	Mitchell	
22	Smith	Kissel Kar	
	Carl E.Washburn	Stutz	
	Griffin	Pope-Hartford	
	Rice	Simplex	
	Carlson	Winton Six	
	James E.Wadham		
	Percy J.Benbough		

Ran concurrently with the Cactus Derby. There were 22 entries. Races were also to be held on at the Arizona State Fairgrounds in Phoenix on the 31st October, but no results are known for these.

Rockingham Park, Salem, NH

29th October 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Trials				
		Harry Grant	Stutz	0:00:57.6
		Albert Hart	National	0:01:04.75
		Charles Basle	Jackson	0:01:05.4
		Harry Cobe	Jackson	0:01:02.4
		Harry Grant	Stutz	0:01:01.2
		Daniel Higgins	Studebaker	0:01:07.2
10 miles – Rockingham Park Trophy, for professional non-stock (free-for-all)				
1		Harry Cobe	Jackson	0:10:54.8
2		Charles Basle	Jackson	
3		Harry Grant	Stutz	
		Daniel Higgins	Studebaker	
		Albert Hart	National	
R		Jack Le Cain	Stutz	0 laps/stuck in 1st gear
25 miles – Professional non-stock, 301-500 ci				
1		Jack Le Cain	Stutz	0:26:13
2		Harry Cobe	Jackson	
3		Harry Grant	Stutz	
		Charles Basle	Jackson	
		Albert Hart	National	
1 mile – Amateur Time Trial				
		George W.Downs	National	0:01:05
20 miles – Match Race				
1		Harry Grant	Stutz	0:21:03.6
2		Jack Le Cain	Stutz	19 laps
3		Charles Basle	Jackson	18 laps

The races were to have been held on the 12th October, but were postponed more than once due to rain.

News-Chronicle Automobile Road Race, MD

1st November 1912 – Emmitsburg-Frederick

Named after the Emmittsburg Chronicle and Frederick News newspapers, application was made to the AAA for a race sanction. However, the race was cancelled at the end of October due to opposition by the Maryland state road authorities, whom some in the Press suggested were embarrassed at the state of the roads to be used.

Middletown Fairgrounds, NY

9th November 1912

FP	#	Driver	Car	Time
1 mile – Time Trial				

	Ralph Mulford	Mason	0:01:19.2
	Stork	Thomas	0:01:21.6
	Samuel Randall	Buick	0:01:37.0

5 miles

1	Ralph Mulford	Mason	0:07:28.2
2	Samuel Randall	Buick	
R	Stork	Thomas	0 laps

3 miles – Handicap

1	Ralph Mulford	Mason	0:04:40
2	Stork	Thomas	engine

1 mile – Time Trial

	Ralph Mulford	Mason	0:01:19.0

5 miles – Pursuit

1	Ralph Mulford	Mason	0:06:44
R	Stork	Thomas	retired

Mulford overtook the Thomas after three miles, but continued to complete the five miles.

0.5 miles – Exhibition

	Ralph Mulford	Mason	0:00:37.8

Only 800 people turned up to watch.

San Jose, CA

12th November 1912 –½ mile dirt oval

FP	#	Driver	Car	Time

1 mile – Time Trial

	Barney Oldfield	Benz	0:00:47.6

5 miles

1	Earl Cooper		0:04:43.5
2	Barney Oldfield	Benz	

5 miles

1	Barney Oldfield	Benz	0:04:43.25
2	Earl Cooper		

25 miles

1	Earl Cooper		
2	Barney Oldfield	Benz	

Tanforan, CA

17th November 1912– 1 mile dirt oval

FP	#	Driver	Car	Time

1 mile – Track Record Attempt

	Barney Oldfield	Christie	0:00:50.6 (record)

5 miles – Non-stock, 450 ci and under

1	Earl Cooper	Stutz	0:04:48.2
R	Barney Oldfield	Prince Henry Benz	

2 miles – Track Record Attempt

	Fred Malone	Renault	0:02:05.6
	Earl Cooper	Stutz	0:01:53.6 (record)

5 miles – Free-for-all, 450 ci and under

1	Earl Cooper	Stutz	0:05:20.2
R	Barney Oldfield	Prince Henry Benz	

2 miles – World Record Attempt

	Barney Oldfield	Christie	0:01:43.4

5 miles – Match Race

1	A.J.Edwards	RCH	0:06:20
2	Gaston Maurice	Maxwell	

25 miles – Free-for-all, 450 ci and under

1	Earl Cooper	Stutz	0:25:42
R	Barney Oldfield	Benz	

Atlanta Speedway, GA

19th November 1912

FP	#	Driver	Car	Time

4 miles – Touring Cars

1				0:04:30
2				

The race had been advertised as a 10 mile race between Mrs C.P.Rodgers and Miss Imogene Samril, but the race report didn't mention who was driving what in the race. The second placed car was reported as coming in "later in the afternoon."
The highlight of the meet was meant to be aeroplane flights by French aviatrix Mlle Camille Boucicault. She appeared dressed in finery, but something wasn't quite right – it turned out that the pilot was in fact Mr Charlie Livingston Wiggins……

Agricultural Park, Sacramento, CA

24th November 1912 –1 mile dirt oval

FP	#	Driver	Car	Time

As part of the Big Goose Stew, an auto race between "ancient cars" was organised by Ben Harvey. The results aren't known.

Emeryville, CA

24th November 1912 –1 mile dirt oval

FP	#	Driver	Car	Time

5 miles

1	Bob Burman	Benz	0:05:01

3 miles

1	Bob Burman	Benz	0:02:57

1 mile – Exhibition

	Bob Burman	Benz	0:00:50.0

10 miles

1	Bob Burman	Benz	0:10:08

3 miles

1	Bob Burman	Benz	0:02:52.4

5 miles

1	Kirk Dunan	RCH Ford Flanders	

5 miles - Free-for-all Handicap

1	Joe Horan	Benz	0:04:39.0

Barney Oldfield was originally meant to attend the meeting, but supposedly refused to race against Burman.

Bob Burman, Joe Horan, Tony Janette, Jack Harkins, Waklle de Courcy and others practied at Emeryville on the 20th. Burman also practiced at Tanforan on the 21st for local newspapermen. He did 1 mile in 48.4s, beating Oldfield's earlier time of 50.6s. Timing was done by a San Francisco newspaperman, so was not official.

Fort Worth Driving Park, TX

27th-29th November 1912

FP	#	Driver	Car	Time
27th November: Track Record Attempt				
		George Clark	Mercedes	0:01:14
		Conde Mosley	Mercedes	0:01:19
27th November: 5 miles – Class C, Division 3C				
1		Conde Mosley	Studebaker	0:07:52
2		Charlie Craig	Studebaker	
3		Wilbur Beaty	Studebaker	
27th November: 5 miles – Class C, Division 4C				
1		Conde Mosley	Studebaker	
2		Charlie Craig	Studebaker	
3		Wayne Hearne	Cutting	
27th November: 5 miles - Free-for-all				
1		George Clark	Mercedes	0:06:43
2		Conde Mosley	Studebaker	
3		Wayne Hearne	Cutting	
29th November: 5 miles				
1		Conde Mosley	Studebaker	0:06:41
2		Heinie Schmidt	Buick	
3		Charlie Craig	Studebaker	
29th November: 5 miles – Free-for-all				
1		Heinie Schmidt	Buick	
2		Conde Mosley	Studebaker	
3		Charlie Craig	Studebaker	

San Fernando, CA

28th November 1912

No details of this meeting are known, although Teddy Tetzlaff competed in a Fiat Cyclone. As the meeting was not sanctioned by the AAA, he was disqualified from driving during a meeting held on the 10th January 1913 until the 28th May 1913.

Ascot, CA

7th-8th December 1912 – 1 mile dirt oval

FP	#	Driver	Car	Time
7th December: 1 mile				
		Bob Burman	Benz	0:00:47.8
8th December				
1		Earl Cooper	Stutz	
		Bob Burman	Benz	

Davenport-Council Bluffs, IA

28th December 1912 – 350 miles

Dan McClure (Oakland roadster) and Pete Peterson (Pope-Hartford) competed over two different routes between Davenport and Council Bluffs to see which was the better route to be adopted by the national highway commission as the official route across Iowa as part of the ocean-to-ocean highway extending from New York to San Francisco. McClure drove over the Great White Way, while Peterson drove over the river-to-river road, both routes going from the banks of the Mississippi to the banks of the Missouri. The drivers started from Davenport at 6:15 am, and the race was won by McClure at an average of 42mph, who arrived 36 minutes ahead of Peterson. Peterson had been held up for a total of 20 minutes by trains crossing his route.

Other Matters of the Year

Races were held at some point during the year at Lawrenceburg, IN. The Nyberg Automobile Works made their racing debut there.

A report on the 30th April said that the J.B.C. Ladies of Benton Harbor, MI, held an auto race in which Mrs Fred Fitch finished first, and Mrs G.Willis second "at their last meeting". No further details are known about this event

A race meeting was to be held at the Hawthorne Track, IL, on the 8th and 9th of June. Joe Dawson was to race a National, and Bill Endicott and Hughie Hughes were also to race. No further details of this event are known.

The Stanley Avenue Hillclimb, OH, was held probably sometime in June. 28 cars competed, and it was won by a Buick.

The Alton (IA) Fair and Amusement Association announced that it was to hold events on the 22nd June and the 4th July which were to include auto races. No details of the 22nd June event have been found, and a report on the 28th June suggested that motorcycle races were to take place on the 4th July, but made no mention of auto races.

The Democratic Convention Auto Race Meet took place at Laurel, Baltimore, MD, on the 30th June. The races did take place, but the result is not known.

Advertising for the Big Piney, WY, 4th July celebrations mentioned that they were to include an auto race. Reports of the days events don't mention a race taking place though.

Perry, IA, was to include an automobile race as part of the 4th July celebrations. No further details are known.

The Mansfield Motorcycle Club (OH) was to hold an event on the 4th July, and it was to include an auto race. However, the race was called off when Howard Naylor could not attend.

Celebrations for Pioneer Day in Eureka, UT, were to be held on the 24th July and were to include an automobile race. It is not known if the race took place.

Motorcycle and auto races were advertised for Labor Day, 2nd September, at DeSoto Park in Rome, GA. Closer to the date only motorcycle races were mentioned, and no post race reports were found either.

After racing at Hamline on the 7th September, the Case team went to Grand Rapids, MI. No details of this race meet have been found.

The Buchanan County Fair was to be held from the 10th-14th September in Independence, IA. An automobile race was announced for the 14th, but it is not known if it took place.

The Sevier County Fair (UT) was to be held on the 21st September, and was to feature an automobile race. No further details are known.

The 9th Annual Fair of the Aurora Driving Park Association was to be held in Aurora, IA, from the 25th-26th September, with motor races to take place. It isn't known if they were actually held.

After racing at Detroit on the 30th September, the Case team went to Springfield, IL. No details of this race meet have been found.

In the annual horse show and fall festival at Mount Pulaski, IL, on the 3rd October, a slow auto race was held around the square which was won by Arthur Parks in 2m45s.

A 24 hour race was announced for Brighton Beach, NY, on the 4th-5th October. It was also announced that the race would be cancelled if there were insufficient entries – as there was no report of the race taking place, one can assume that the entries didn't come in.

The Illinois State Fair was to be held in Springfield from the 4th-13th October, and was to feature races in which Louis Disbrow (Simplex Zip), Joe Nikrent and Bill Endicott were to compete. No further details are known.

Harry Knight returned from Atlanta on the 12th October, and sold his race car so that he could marry Miss Madonna Wood of Indianapolis on the 13th. She had previously said that she wouldn't marry him until he stopped racing as "What I want is a live husband - not a dead hero." He supposedly stopped racing forever.

A race meeting was to take place at San Antonio, TX, on the 24th-27th October, with Barney Oldfield mentioned as a possibility as an entrant. No details of the race meeting itself have been found.

The Richmond Automobile Club (VA) planned to hold a meeting at the Richmond Fairgrounds on the 28th-29th November. No further details of this event are known.

Halver "Hal" Shain was the star attraction on the pier at Venice, CA. He drove a car on what would now be known as a "wall-of-death" as usually performed by motorcycle riders. The bowl was 70 feet diameter at the top, and when he drove at 55 mph, his car remained perpendicular to the track. On the 29th December Shain lost control of his car, hit several railing posts, slid to the bottom of the bowl and then shot over the top on the other side into the spectators. After travelling half the circuit through the crowd, the car fell back over the wall into the track with Shain underneath. Shain died later from his injuries, and three spectators were badly injured – Mrs A.B.Atkinson, M.W.J.Johnson and J.M.Moyer. Other spectators were injured by the car, others in the stampede of people trying to escape.

On the 29th June, formal announcement was made of plans to form the Metropolitan Motor Speedway Association with the authorised capital of $1,500,000. The company, which had an engineering office in the Ordway building, 201 Market Street, Newark, was to build the Metropolitan Motor Speedway on 300 acres of the New Jersey Meadows near Newark, with the first event to be staged on the 4th July 1913. A.R.Pardington was the vice president and general manager of the incorporated company, with Fred J.Wagner, AAA starter and race promoter an investor and director. When David Bruce-Brown challenged Georges Boillot to a match race on a course in the US, the Metropolitan Motor Speedway Inc offered $25,000 to the winner in order to host the race. However, after a brief note in the Syracuse Herald on the 29th September 1912 in a column by Fred Wagner, no further mention of the track has been found, and it wasn't built for reasons unknown.

According to newspaper reports, the 1912 American Road Racing Championship was awarded to Ralph De Palma. However, it is not reported if or which sanctioning body awarded the "championship" – it might have been based on a "championship" created in a specialist magazine such as Motor Age to rate the drivers against each other.

1913 US Events

"Franco threatens to abolish the guillotine. A suitable substitute could be found in either the auto race or the aeroplane."

Racine Journal News

Coalinga Hillclimb, CA

? 1913

Fastest time set by an Overland.

Tollhouse Hillclimb, CA

? 1913

Fastest time set by an Overland.

Santa Ana, CA

5th January 1913

Auto races were held to celebrate "Teddy Tetzlaff Day". Tetzlaff was raised near Orange, three miles to the north of Santa Ana. The results are not known.

Los Angeles Motordrome, CA

11th-12th January 1913 – 1 mile wood oval

FP	#	Driver	Car	Time
11th January: 1 mile – Match Race, Heat 1				
1		Barney Oldfield		0:00:36.2
2		Teddy Tetzlaff	Fiat Cyclone	
12th January: 1 mile – Match Race, Heat 2				
1		Teddy Tetzlaff	Fiat Cyclone	0:00:38.0
2		Barney Oldfield		
12th January: 1 mile – Match Race, Heat 3				
1		Teddy Tetzlaff	Fiat Cyclone	0:00:41.0
2		Barney Oldfield		

The meet was run the the Western Automobile Association, as the AAA would not sanction the meet. Hence Tetzlaff and Oldfield faced suspension for competing in these events.
On the 12th April, Leon T.Shettler of the WAA met with Fred L.Baker, president of the Automobile Club of Southern California, the local representative of the AAA, in Los Angeles and negotiated a compromise. The WAA was to retain its organisation, but it was to co-operate with the AAA. Racing affairs were to be under a board of control which was to be jointly named by the AAA and the Automobile Club of Southern California, and all races scheduled by the WAA were to be run under AAA sanction. All suspensions against AAA registered drivers were to be lifted – Tetzlaff and Ralph C.Hamlin were both under suspension at the time of the announcement.

Fresno, CA

11th February 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
1		Earl Cooper		3h28m05.8

This set a new record for 75 miles on a 1 mile dirt oval of 1h17m05, and a new record for 200 miles, beating records set by Strang in 1909.

In addition, a 100 mile match race between Earl Jackson (Buick 40) and G.L.Wethers (Mercer) was held.

Imperial Valley, CA

22nd February 1913 – 120 mile road course

FP	#	Driver	Car	Time
1		Barney Oldfield	Fiat 120 hp	
2		Frank Good	Studebaker	
3		S.A.McKee	Cadillac	
		Teddy Tetzlaff	Fiat 120 hp	
			National	
			National	
			Buick 40	
			Napier 6	
			Ford	

The course ran from Imperial to Brawley, then to Holtville, Calexico, El Centro and back to Imperial. The event was run by the WAA.

San Jose Hillclimb, CA

22nd February 1913 – 2 miles

FP	#	Driver	Car	Time
Free-for-all				
2			Buick M25	0:02:11
Other entries:				
		Nordmandin-Campen	Chalmers 40	
		Nordmandin-Campen	Franklin 30	
		J.R.Auto Company	Stutz	
		Haynes Agency	Haynes	
		J.E.Sloan	Buick	
		J.E.Sloan	National	
		J.M.Lawrence	Jackson	
		C.A.Thompson	Marathon	
		C.H.Letcher	Cadillac	
		Frank Benson	Studebaker	
		Boschken Motor Car Co	Oakland	
		Boschken Motor Car Co	Locomobile	
		Harry P.Knox	Marion	
		Harry P.Knox	American	
		V.Koch	Reo	
		George Powell	Ford	
		S.P.Reed	Maxwell	
		Mr Holmes	Abbott	
		Mr Holmes	Little	

Point Loma, CA

1st March 1913

100 miles for cars under 300 ci.

1	Spider Campbell	Buick	

2nd Annual San Antonio Light Endurance Run, TX

15th-18th March 1913 – 703.6 miles

Pos	#	Driver	Car	Class	Remarks
R	1	G.A.C.Halff	Stoddard-Dayton	Roadster	Withdrawn on the 18th.
R	2	William J.Morrison	Pierce-Arrow	Touring	Stuck in mud up to rear axles on the 16th, retired after being pulled out at Taylor..
T2	3	R.H.Bolster	Chalmers	Touring	212 pts.

R	4	W.Stansell	Pierce-Arrow	Roadster	Withdrawn on the 16th at Wortham due to a broken steering knuckle.
R1	5	George H.King	Midland L	Roadster	Won Roadster Class. 238 pts.
NS	6		Midland		Did Not Start
R	7	A.Morales	Staver-Chicago	Touring	Withdrew 3 miles from Cameron. The engine reportedly overheated as the driver tried to make up time, breaking cylinder.
T1	8	John Langford	Packard 30	Touring	Won Touring Class. 156 pts.
R2	9	Leo Wogenstahl	Stoddard-Dayton	Roadster	617 pts.
T3	10	John Roberts	Stearns-Knight	Touring	322 pts. Award was withheld pending decision of AAA regarding alleged rule infraction.
R	11	F.Armstrong	Stearns-Knight	Touring	Withdrawn on the 17th – broken spindle a short distance out of Fort Worth.
NS	12		Reo 5		Did Not Start
R	13	W.A.Breeden	Hupmobile	Roadster	Withdrawn on the 18th – broken differential near Temple.
			Velie		Pilot car.
			Oakland		Press car.

Route:
15th March: San Antonio-San Marcos-Austin-Taylor-Cameron – 165.1 miles
16th March: Cameron-Maren-Mexia-Rice-Dallas – 180.8 miles
17th March: Dallas-Fort Worth-Cleburne-Hillsboro-Waco-Temple – 195.7 miles
18th March: Temple-Granger-Austin-New Braunfels-San Antonio – 162 miles

Event started at 8am, with the cars starting at one minute intervals from in front of the San Antonio Light office on Crockett Street.

Pittsburgh-Philadelphia, PA

26th March 1913

FP	#	Driver	Car	Time
1		Lou Ebbs	Packard roadster	10:07
2		Spencer Wishart	Mercer roadster	11:05

The race was for a purse of $4,000 over a route which started went from Pittsburgh (with a 6am start), through Bedford, Everett, McConnellsburg, Chambersburg, Harrisburg to Philadelphia. The event was run in heavy rain, which slowed down the drivers, as the Mercer had completed the course in 8h30 during a trial run the previous week. A report from Pittsburgh after the event stated that the Packard left the regular route east of Harrisburg, taking a shorter route, and that Mercer would protest the result. It is not known what came of the protest.

Owensmouth, CA

28th March 1913

FP	#	Driver	Car	Time
Free-for-all - 253.5 miles				
1		Teddy Tetzlaff	Fiat 120	3:34:36.4, 70.55 mph
2		Barney Oldfield	Fiat 90	3:46:38
3		Frank Verbeck	Napier	
4		Frank Siefert	Mercer	
?			RCH	

Oldfield almost came to grief when attempting to lap the RCH. Approaching at around 100 mph, the RCH was meandering across the road, and in trying to avoid it, Oldfield drove up an embankment and across a ploughed field, rejoining the circuit ahead of it.
Siefert protested the Napier on the grounds that an outside car was used to carry a tyre to the car, as it had smashed a wheel. The matter was to be decided later by the contest board of the WAA.

Light Cars – 199.5 miles				
1		Frank Siefert	Mercer	3:14:52
2		Joermann	Maxwell	
3		Ben Pratt	Berlin special	

The two races were run concurrently – drivers in the Light Car Class could also compete in the Free-for-all at the same time.

Salinas, CA

6th April 1913

An unsanctioned meeting was held on the 6th, in which Harold A.Ball competed. He was suspended by the AAA until the 1st January 1914 for competing here.

Fiesta San Jacinto Race Meet, TX

23rd-27th April 1913 – San Antonio: ¾ mile dirt oval

FP	#	Driver	Car	Time
23rd April: 1.5 miles – Exhibition				
		Louis Disbrow	Jay Eye See	0:01:21.6
23rd April: 6 miles				
1		Bill Endicott	Case Bullet	0:06:09.2
2		H.J.Kirkpatrick	"Pirate"	0:06:09.4
3		Joe Nikrent	"Suffragette"	
23rd April: 9 miles				
1		Joe Briggs	Buick	0:07:27.4
2			Velie	
23rd April: 6 miles – Heat 1				
1	3	Joe Nikrent	Case	0:06:07.8
2		Louis Disbrow	Jay Eye See Jr	0:06:08.0
3		Bill Endicott	Case Tornado	0:06:08.4
23rd April: 6 miles – Heat 2				
1		Louis Disbrow	Simplex Zip	0:06:14.8
2	3	Joe Nikrent	Case	0:06:15.0
3		Bill Endicott	Case Tornado	0:06:15.2
23rd April: Australian Pursuit				
1		Louis Disbrow	Jay Eye See	9 laps

In the last event of the day, Joe Nikrent was seriously injured when his car overturned and pinned him beneath it. He was taken to hospital with broken legs, and his car was badly wrecked.

FP	#	Driver	Car	Time
27th April: 6 miles – Free-for-all, Handicap				
1		Heine Ulbricht	The Suffragette	0:06:48.4
2		Louis Disbrow	Simplex Zip	
27th April: 1 mile – Time Trial				
		Louis Disbrow	Simplex Zip	0:00:52.8
27th April: 6 miles – Heat 3				
1		Bill Endicott	Case Tornado	0:06:22.8
27th April: 1.5 miles – Exhibition				
		Louis Disbrow	Jay Eye See	0:01:25.4
27th April: 7.5 miles				
1		Bill Endicott	Case Bullet	0:08:38.6
27th April: 3.75 miles				
1		Louis Disbrow		0:04:16

Bakersfield, CA

26th-27th April 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
26th April: 1 mile – Time Trial				
		Barney Oldfield	Christie	0:00:49.0

26th April: 5 miles – Record Attempt

10	Teddy Tetzlaff	Fiat Cyclone	0:04:19.2

26th April: 10 miles – Bakersfield Trophy

1	Gaston Morris	Mercer	0:10:27.4
2	Louis Nikrent	Buick	

26th April: 5 miles – Cars under 300 ci

1	Gaston Morris	Mercer	0:05:43.6
2	Louis Nikrent	Buick	0:05:54

26th April: 1 mile, Flying Start

1	10 Teddy Tetzlaff	Fiat Cyclone	0:00:59
2	George Hill	Fiat	0:01:10

26th April: 10 miles – Free-for-all

1	Felix Magone	Fiat 120	0:09:48.8
2	Fred Melone	Renault	
3	Frank Burbank	Napier	

27th April: 1 mile – Record Attempt (flying start)

	Barney Oldfield	Christie	0:00:46.4

Although submitted to the AAA as a record, the record was not recognised as the AAA did not consider the Pendleton timing apparatus used as official.

This was a new one mile circuit constructed for $100,000. Note that a match race was arranged between Omar Toff (Simplex) and Tetzlaff (Fiat) over 50 miles for the 27th. The meeting was sanctioned by the AAA, and run under the auspices of the Kern County Fair Association.

Taylor Fairgrounds, TX

30th April 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
0.5 miles – Time Trial				
1		Bill Endicott	Case Bullet	0:00:42.6
2		Heine Ulbricht	Suffragette	
5 miles				
1		Bill Endicott	Case Bullet	0:07:12
3 miles				
1		Louis Disbrow	Simplex Zip	0:04:06.6
2		Bill Endicott	Case Tornado	
3		H.J.Kilpatrick	Jay Eye See Jr	
1 mile				
1		Louis Disbrow	Jay Eye See	0:01:14.8
3 miles – Handicap				
1		Louis Disbrow	Jay Eye See Jr	0:04:28.5
2		Bill Endicott	Case Bullet	
3		Heine Ulbrecht	Suffragette	
1 mile – Exhibition				
1		Louis Disbrow	Simplex Zip	0:01:09.8
Australian Pursuit				
1		Bill Endicott	Case Bullet	9 laps
5 miles – Free-for-all				
1		H.J.Kilpatrick	Jay Eye See Jr	0:06:49

Run under the auspices of the Taylor Auto Club, sanctioned by the AAA.

Fort Worth Driving Park, TX

3rd May 1913 – 5/8 mile dirt oval

FP	#	Driver	Car	Time

5/8 mile – Exhibition Time Trial

1	H.J.Kilpatrick	Case Special	0:00:45
2	Bill Endicott	Case Bullet	
3	Claude Newhouse	"Pirate"	

5 miles – Class C, Division 3C

1	H.J.Kilpatrick	Case Special	0:07:05
2	Claude Newhouse	"Pirate"	
3	Bill Endicott	Case Bullet	

5 miles – Class C, Division 4C

1	Louis Disbrow	Simplex Zip	0:06:30
2	H.J.Kilpatrick	Jay Eye See Jr	
3	Bill Endicott	Case Tordano	

1 mile – Exhibition

	Louis Disbrow	Jay Eye See	

5 miles – Class E, 450 ci and under, Handicap

1	Louis Disbrow	Jay Eye See Jr	0:06:53
2	H.J.Kilpatrick	Case Special	
3	Claude Newhouse	"Pirate"	

1 mile – Time Trial

1	Louis Disbrow	Simplex Zip	0:01:05.25

3.125 miles – Class E, Special Event

1	Conde Mosley	Studebaker 20	0:04:33.25
2	Claude Newhouse	"Pirate"	
3	Bill Endicott	Studebaker 20	

1.875 miles (0.625 miles x 3 laps) – Free-for-all Handicap

1	Bill Endicott	Case Tornado	0:02:21.5	
2	Louis Disbrow	Simplex Zip		*scratch*
3	H.J.Kilpatrick	Case Special		

Paris, TX

8th May 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
Exhibition Trial				
		Conde Mosley	Studebaker	1st in 161 ci class
		Bill Endicott	Case	1st in 300 ci class
5 miles – Class E				
1		Bill Endicott	Case Bullet	0:06:57
2		Conde Mosley	Studebaker	
3		Claude Newhouse	Pirate	
3 miles – 600 ci class				
1		Louis Disbrow	Simplex Zip	0:04:11.4
2		Bill Endicott	Case Tornado	
3		H.J.Kilpatrick		
1 mile – Track Record Attempt				
		Louis Disbrow		0:01:09.8
3 miles – Handicap for cars of 450 ci				
1		Bill Endicott	Case Bullet	0:04:17.2
2		Louis Disbrow	Jay Eye See Jr	
3		Claude Newhouse	Pirate	
3 miles – Match Race				
1		Conde Mosley	Studebaker	0:04:31.8
2		Bill Endicott	Case Bullet	
3 miles – Free-for-all, Handicap				
1		Louis Disbrow	Simplex Zip	0:04:07.2
2		Bill Endicott	Case Bullet	
3		Claude Newhouse	Pirate	

Held under the auspices of the Lamar County Fair Association, staged by Dr M.F.Maxwell.

Maxwell was told that the rules governing dirt track racing were very stringent, and that it was necessary to keep all spectators away from the curves - it was suggested that he would require fifty deputies to police this. Come race day there were thousands of spectators, so Maxwell let fly with his cunning plan - two very large red Durham bulls, which he let loose in the open fields at the two ends of the track. These bulls had reputations for tossing over the nearest fence, and no-one dared go near them. Problem solved…..

Belmont-Greensburg, PA

10th May 1913 – 20 miles

FP	#	Driver	Car	Time
1		Mrs George Wallace		0:56
2		Mrs Harry Leorden		

Mrs George Wallace was 93 years old, Mrs Harry Leorden was 25.

Chillicothe Fairgrounds, MO

21st-22nd May 1913

The races on the 21st were postponed due to rain. The following auto races were scheduled for the 22nd:
Event 2 - Auto race for private owners
Event 4 - 3 mile auto race, professional racers only, 315 ci and under
Event 7 - 5 mile auto race, professional racers only
Event 9 - 3 mile match race between Matilda Brown and Fred Sebring
Event 11 - 10 mile auto race

The results of these races are not known.

West Hudson and Catskill Contest, NY

24th-25th May 1913

#	Car	Reliability (Max 600)	Hill Climb (Max 200)	Economy (Max 200)	Total (1000)
3	National	600	180	158	938
24	Paige-Detroit	600	136	200	936
5	Alco	600	155	173	928
20	American	600	142	165	907
7	Ford	600	121	157	878
22	Oakland	600	104	159	863
11	Ford	600	100	152	852
1	Mercer	525	200	125	850
15	Mercer	600	0	160	760
17	Pathfinder	85	0	10	95
34	Briggs-Detmiter	40	0	6	46

The result was based on a combination of reliability, fuel economy and performance in a hillclimbing competition. The 6 cylinder Alco was entered by the American Locomotive Company, and the National was driven by Armour Ferguson.

II Annual Hillclimb of the Automobile and Accessory Association

24th May 1913 – Stewart Avenue Hillclimb

FP	#	Driver	Car	Time
Event 1 - Class C, 160 ci and under				
1		F.Lundgren	Studebaker	0:01:01.4
2		C.E.Stewart	Buick	
3		Brown	Studebaker	
Event 2 - Class C, 161-230 ci				
1		Joe Lundgren	Studebaker	0:01:02.6
2		J.L.Alexander	Studebaker	

Event 3 – Class C, 231-300 ci

1	W.J.Stoddard	Lion	0:01:04.8
2	L.S.Crane	Pope-Hartford	

Event 4 – Class C, 301-450 ci

1	L.S.Crane	Pope-Hartford	0:00:50.8
2	Jack Wall	Case	

Event 5 – Class C, 451-600 ci

No entries

Event 6 – Class D, free-for-all

1	L.S.Crane	Pope-Hartford	0:00:51.8
2	Osburn	American	
3	F.Lundgren	Studebaker	
4	W.J.Stoddard	Lion	
5	Hixon	Studebaker	
6	Jack Wall	Case	

Event 7

1	Dr Samuel Green	Marion	0:01:11.2
2	E.A.Holbrook	Pope-Hartford	
3	Nichols	Buick	
4	Joe Johnston	Stoddard-Dayton	

Event 8

1	E.A.Holbrook	Pope-Hartford	0:01:08
2	Dr C.A.Constance	Apperson	

The meet had been scheduled to take place on the 17th May, but was postponed a week due to rain.

Chambersburg Motor Club Endurance Run, MD-DC

27th-28th May 1913 – 255 miles

Pos	#	Driver	Car	Remarks
	5	Dr W.F.Skinner	Franklin 6	President of Chambersburg Motor Club.
	8	John D.Schall	Ford	
	9	A.N.Detrick		
	12	N.H.Rehig	Ford	
	14	Miss Sipes	Ford	
	18	Mary Black	Overland	
		Dr Ira J.McCurdy		

The route went from Chambersburg through Gettysburg and Baltimore to Washington, returning via Rockville, Frederick and Hagerstown. There were 24 cars entered, but mud and rain on day one meant that more than half of the cars were penalised for late arrivsl. Only three cars reached Frederick unpenalised – these were cars numbers 5, 8 and 12. The AAA also stated in advance that anyone participating in the event would be barred from future events as they were not sanctioning the event.

Anaconda, MT

30th May 1913

FP	#	Driver	Car	Time

5 miles

1	Harold Mitchell	Pope-Hartford	
R	John Birken	Lozier	broken wheel

Birken skidded on the first turn of the second lap into Mitchell. Mitchell escaped unhurt, but Birken broke a front wheel and retired. Pre-event articles mentioned that Herb Riley in a Ford was entered in this event, but no mention was made of him in the race. A separate 5 mile race between Charley Branscombe (Ford), Richardson and Cosens (Jackson) was also mentioned beforehand. The races were part of a racing matinee and carnival given by the Elks to raise money to help pay for a new temple.

Ogden Fairgrounds, UT

30th May 1913 – ½ mile dirt oval

The Weber County Field and Race Meet was to feature "several" automobile races, and there were six entries: 2 Ford's, 2 Buick's, an Overland and a Studebaker. However, in the second motorcycle race of the day Augustus Daniel Roman was killed after hitting the fence, and all other motorcycle races were cancelled. There is no mention of the auto races having taken place, and they may have also been cancelled.

Decatur, IL

12th June 1913

FP	#	Driver	Car	Time	
1 mile – 350 ci cars					
1	11	Heinie Ulbricht	Pirate	0:01:10.5	
2	5	Claude Newhouse	Case Bullet		
1 mile – 150 ci cars					
1	36	Bill Endicott	Case Tornado	0:01:05	
2		Louis Disbrow	Case	0:01:05	
3	3	Joe Nikrent	Case Special	0:01:06.2	
3 miles					
1	11	Heinie Ulbricht	Pirate	0:03:41	
2		Bill Endicott	Case Bullet	0:03:49	
1 mile – Exhibition					
		Louis Disbrow	Jay-Eye-See 290 hp	0:01:03.2	
5 miles					
1	1	Louis Disbrow	Simplex Zip	0:06:22	
2	3	Joe Nikrent	Case Special	0:06:22.5	
3	36	Bill Endicott	Case Tornado	0:06:23	
3 miles and tyre change					
1	3	Joe Nikrent	Case Special	0:04:23.5	
2	4	Louis Disbrow	Case	0:04:25.5	
1 mile – Record Attempt					
1	1	Louis Disbrow	Simplex Zip	0:00:59.6	
3 miles - Handicap					
1	36	Bill Endicott	Case Tornado	0:06:22	*10s handicap*

Emeryville, CA

14th-15th June 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
14th June: 1 mile – Time Trial				
		Bob Burman	Keeton	0:00:50.8
14th June: 3 miles				
1		Arthur J.Jenkins	Maxwell	0:03:53.2
14th June				
1		Bob Burman	Keeton	
14th June				
1		Bob Burman	Keeton	
14th June				
1		Bob Burman	Keeton	
14th June				
1		Janette		

14th June
1 Benedict

15th June
The exact results aren't known, although the newspapers said that "Burman took everything". A Stutz (#20) driven by Earl De Vore was also reported as having given a good showing.

The track had been treated with calcium chloride to reduce the dust.

Lost Nation, IA

18th June 1913

FP	#	Driver	Car	Time
"Red" Wright				

The races were held as part of the Firemen's Tournament.

Albert Lea Fairgrounds, MN

21st June 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Free-for-all				
1		Floyd Willard	Ford	0:07
2		Peterson	Oldsmobile	
5 miles – Stripped cars				
1		Gabby	Ford	0:06:40
R		H.L.Vavrin	Buick	5 laps/lost oil
10 miles – Free-for-all				
1		Shepperd	Colby	0:13:20
2		H.L.Vavrin	Buick	
3		Heynes	Falcon	
R		Hans Peterson	Ford	7 laps/lost wheel

Janesville, WI

25th June 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile - Class C, Non-stock cars, flying start				
1		Claude Newhouse	Case Bullet	0:01:08.6
2		Heine Ulbrecht	Case Pirate	0:01:10
1 mile - Exhibition Time Trials				
		Louis Disbrow	Red Dragon	0:01:08.5
		Bill Endicott	Tornado	0:01:07.0
3 miles – Class E, stock cars				
1		Joe Nikrent	Case	0:04:03.6
2		Claude Newhouse	Case Bullet	
3		Heine Ulbrecht		
1 mile				
1		Louis Disbrow	Jay Eye See	0:01:01.4
Free-for-all				
1		Louis Disbrow		0:06:11.2
2		Bill Endicott		0:06:11.4
3		Joe Nikrent		
5 miles – State Record Attempt				
		Louis Disbrow	Simplex Zip	0:05:00.6

This was one second outside of the record.

1 mile – Track Record Attempt

	Louis Disbrow	Simplex Zip	0:00:59.0

5 miles – Handicap Race

1	Claude Newhouse		
2	Bill Endicott		
3	Louis Disbrow		*scratch*
4	Heine Ulbrecht		

Races were held at the Park Association track.

Portland, OR

28th June 1913 – Dirt oval

FP	#	Driver	Car	Time
1 mile – Record Attempt				
		Bob Burman		0:00:48.01

3rd Annual Indiana Automobile Manufacturers' Association Tour

1st July-2nd August 1913 – Indianapolis-Los Angeles: 3580 miles

#	Car	Crew	Remarks
1	American	Ernest I.Lewis, D.L.Mobley, Charles Boyden	
2	American	Ray Price, Dr C.R.Strickland, Eddie Gooch	
3	Henderson	D.M.Bell, Reed L.Parker, Allen C.Rankin, Ray Harroun	
4	Henderson	Frank Staley, W.S.Gilbreath, R.P.Henderson	
6	Stutz	Stanley Bohannon, Douglas Wheeler, W.J.Dobyns, Lon R.Smith	Pathfinder car
7	Marion	W.White, P.W.Williams, A.S.Blakely, H.W.Nichols	
8	Marion	J.B.Dudley, E.G.Gager	
9	Premier	H.M.Love, John Orman, J.M.Ward, Ray McNamara	
11	Premier	A.L.Westgard, "Speedway" Duncan	
12	Haynes	R.Crawford, Elwood Haynes, C.A.Branston, L.R.Wagner	
13	Haynes	W.J.Morgan, T.L.Tincher, George Strout, F.R.Wagner	
14	Pathfinder 40	W.O.L.Westgard, Bruce Daniels, Fred Wellman, Robert Speigle	
15	G&J Tire Truck	J.E.Blickert, Walter Waldley	
16	McFarlan	A.Dixon, Guy C.Core, Christopher Cox, Bert Adams	
17	Apperson	J.C.Sampsel, Dr J.C.Sexton, Nelson McLain	
18	Apperson	Eddie Edenburn, Max Winters	
19	Empire	Cecil Gibson, Harlow Hyde, J.M.Cooley, Joe Moore	Pilot car
20	Pilot 60	G.Fred Smith, Charles Kent, F.Ed Spooner, Russel Gaar	
21	Brown Truck	W.W.Harrison, J.Holloway	
22	Marmon	Carl G.Fisher, Charles A.Bookwalter, Robert Tyndall, Heine Schneller	

Itinerary:
1st July: Indianapolis-Terre Haute, IN (Started between 9:30 am and 10:30 am on New York St.)
2nd July: Terre Haute-Springfield, IL
3rd July: Springfield-St.Louis, MO
4th July: St.Louis-Columbia, MO
5th July: Columbia-Kansas City, MO
6th July: Rest Day
7th July: Kansas City-Fort Riley
8th July: Fort Riley-Ellis
9th July: Ellis-Burlington
10th July: Burlington-Colorado Springs
11th July: Colorado Springs-Denver
12th July: Rest Day
13th July: Denver-Hot Sulphur Springs
14th July: Hot Sulphur Springs-Glenwood Springs
15th July: Glenwood Springs-Grand Junction
16th July: Grand Junction-Green River, UT
17th July: Green River-Salt Lake City, UT
18th July: Rest Day
19th July: Salt Lake City-Ogden-Salt Lake City
20th July: Salt Lake City-Kearney's Ranch (over the Hogback route)
21st July: Kearney's Ranch-Ely, NV

22nd July: Ely-Austin, NV
23rd July: Austin-Reno, NV
24th July: Reno-Lake Tahoe, CA
25th July: Lake Tahoe-Sacramento, CA
26th July: Sacramento-Oakland, CA
27th July: Oakland-San Francisco, CA (via ferry)
28th July: Rest Day
29th July: Rest Day
30th July: San Francisco-Delmont
31st July: Delmont-San Luis Obispo
1st August: San Luis Obispo-Santa Barbara
2nd August: Santa Barbara-Los Angeles

This was a sociability run, and was not run under the supervision of the AAA – it was meant to be non-competitive. Although this document doesn't normally cover such events, it is covered here due to the national coverage it generated within the US. The tourists returned to Indianapolis by special train.

"The Cooper Ore", a newspaper published at the smelter camp of McGill in Nevada (across the valley from Ely), claimed that the tour was a fake, publishing the following two column letter:
"For weeks the press has headed up the transcontinental trip of the Indiana Manufacturers' Association, an overland expedition from Indianapolis, Indiana, to Los Angeles, California, of Hoosiers driving automobiles manufactured in Indiana. As a press agent stunt it has been a corker, and probably every paper in the United States has fallen for it, as it was planned and pulled off in a manner calculated to make old P.T.Barnum double up with glee in his coffin and wish he could be back on earth and once more engage in the bamboozling business as conducted by his 'greatest show on earth'.
The enthusiasm as the route stretched westward became so intense that in a number of instances it fused into hostile competition between communities as to which should be passed through on the line of travel. In Utah and Nevada especially, towns and cities have been calling one another names and making up faces in the controversy, as the beauties and advantages of this route or that were set forth.
And now the great event has come and gone and the people have seen the breaking of a great light. It was not a good roads missionary stunt, but a scheme to advertise the several makes of cars entered in the contest. But those in direct personal charge of the scheme were not good sports enough to wake up to the fact that, with the public nature of the race and the interest being taken and the hospitality extended, it was up to the automobilists to meet the people at least half way and show a modicum of appreciation in return for the courtesies extended.
The Hoosiers with a very few exceptions were so taken up with their own personal affairs, car troubles and fighting among themselves, that they had no time to devote to introductions and getting acquainted.
One evidence of the tourists' flight through the state, is said to be that sign boards were broken down on the desert and used to make repairs on machines that had broken down.
The principal diversion of the Hoosiers while in Ely was groaning at the inconvenience caused by the storm and sand in Utah, and the price of gasoline at the Ely garages. One of the bunch who was reckless enough to indulge in a shoe shine nearly dropped dead when charged fifteen cents, and yelled murder and help so loudly that he was heard four miles up Robinson canyon. 'Stick it into us' he wept to the wielder of the shoe brush. 'That's what we have been getting all along, but thank Heaven we are most over it.'
Those towns and cities sore because they were skipped by the Indiana party might as well stop snivelling and pouting, as they didn't miss anything.
And for the life of use, we fail to see anything so very unusual in the expedition anyway, or the necessity of such a hullabaloo because twenty-three automobiles happen in come along in a string from one part of the country to another.
Most of the party were hired employees of the several concerns advertising the cars.

The Ogden Standard also said "they were a 'cheap bunch' out to get some inexpensive advertising. The cause of good roads was injured by their fakery."

Taylor, TX

3rd-4th July 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
3rd July: 4 miles				
1		A.P.Pringle	Studebaker	0:05:51.5
2		Regan Dickart	Chalmers	
3rd July: 7 miles				
1		P.A.Nordmark	Stearns	
2		Conde Mosley	Studebaker	
3		A.P.Pringle	Studebaker	

There were eight entries, so there were two heats over two miles with four cars in each. The fastest four ran the final five miles.

3rd July: 1 mile – Speed Trials, Flying Start

1	P.A.Nordmark	Stearns	0:01:14

3rd July: 15 miles, Heat 1

R	S.S.Jackson	Hupmobile	14 laps/overturned
R	Elmer Achterberg	Velie	9 laps/overturned

Achterberg's mechanician was F.E.Burns, and neither were badly hurt. Nor was S.S.Jackson. The race was called off following the accidents – it was the first 15 mile heat of a 30 mile race due to be finished on the 4th July. The race was to be finished the next day.

4th July: 5 miles

1	P.A.Nordmark	Stearns	0:06:31.75
2	Conde Mosely	Studebaker	
3	A.P.Pringle	Studebaker	

4th July: 4 miles

1	Conde Mosely	Studebaker	0:05:45.5
2	A.P.Pringle	Studebaker	
3	Regan Dickard	Chalmers	

4th July: Australian Pursuit

1	Conde Mosely	Studebaker	0:02:42.5

Mosely won on the fourth lap.

4th July: 15 miles, Heat 2

1	P.A.Nordmark	Stearns	0:14:50
2	A.P.Pringle	Studebaker	
3	Elmer Achterberg	Velie	
R	Conde Mosely	Studebaker	28 laps/lost wheel

Allen County Fairgrounds, OH

4th July 1913 – Lima

The 4th July celebrations were to include auto races, but a report on the celebrations in the Lima Daily Times said that the races at the fairgrounds "were a real joke".

Janesville Driving Park, WI

4th July 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
		John Mahan	EMF	
		Herman Prellipp	Buick	

Mahan's car broke a fuel pipe as it went to the start line, so the race was abandoned.

Medford Fairgrounds, OR

4th July 1913 – 1.125 mile dirt oval

FP	#	Driver	Car	Time
5 miles				
R		Don Helms		fatal accident

Helms hit another car and overturned, crushing him beneath it. Helms died ten minutes later from his injuries, but his mechanician, Marks, escaped with a broken hip and a few bruises.

Memphis Driving Club, TN

4th July 1913

FP	#	Driver	Car	Time
100 miles				
1		C.V.Dunnivan	Studebaker	3:15
R		Don Grant	Marmon	50 laps/accident

Grant was attempting to pass another car which was stopping for repairs when he hit it and overturned. Grant was trapped underneath and was thought to be fatally injured – his mechanician, John Harp, was also seriously hurt.

Milford, IA

4th July 1913

FP	#	Driver	Car	Time
5 miles				
1		Bodie	Ford	
2		Steece	Ford	

The race was reported as being a "farce" in the Spirit Lake Beacon newspaper.

Park City, UT

4th July 1913

FP	#	Driver	Car	Time
1		W.S.McFarlane		0:04:00
2		R.T.Kimball		0:05:02
3		W.D.Sutton		0:06:30
R		Chris Stoven		mechanical

Part of the 4th July celebrations. The race course started from Sutton's slaughter house to the head of main street.

Price, UT

4th July 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Bill Broeker	Ford	
R		George McGann	Ford	6 laps/accident
R		Bill Austin	Ford	2 laps/mechanical

McGann touched the back of Broeker on the 7th lap and overturned, without injury. The wind shield was broken and a mud guard was bent, and once righted McGann was able to drive the car home. The race was part of the 4th July celebrations.

Sioux City Speedway, SD

4th July 1913 – 2 mile oval

FP	#	Driver	Car	Time
Event 1				
1			Mason	
2			Case Bullet	
3			Pilot	
4			Mercer	
5			Ohio	
6			White	
7			Chalmers	
Event 2				
1			Mason	
2			Marquette	

3	Buick	
4	Marmon	
5	Moon	
6	Case	

Race

1	Mason	

Race

2	Mason	

40 miles – Free-for-all

1	George Mason	Mason	0:32:36
2	Jack Endicott		
3	Louis Disbrow	Simplex Zip	
4	H.A.Wetmore	Chalmers Bluebird	

Pete Snyder and Whalen drove Mason cars at this event, but it isn't known which races they won. Disbrow set a new world record for 12 miles on a dirt track during this meeting.

Winfield Fairgrounds, KS

4th July 1913

FP	#	Driver	Car	Time
3 miles (0.5 miles x 6 laps) - Heat 1				
1		Glen Milton Breed	Buick	
2		William Wayne Brown	Buick	
3		B.T.Barber	Ford	
4		T.N.Blondefield	Buick	
NS			Buick	
3 miles (0.5 miles x 6 laps) – Heat 2				
1		Glen Milton Breed	Buick	
2		William Wayne Brown	Buick	
3		B.T.Barber	Ford	
NS		T.N.Blondefield	Buick	
NS			Buick	
3 miles (0.5 miles x 6 laps) – Heat 3				
1		Glen Milton Breed	Buick	
2		William Wayne Brown	Buick	
3		B.T.Barber	Ford	
NS		T.N.Blondefield	Buick	
NS			Buick	

- *During the first race, Blondefield claimed that Barber fouled him, and refused to race thereafter when Barber was on the track*
- *Brown's nickname was "Cockeyed" Brown, but more commonly went by his initials W.W.*
- *Blondefield's full name was Thomas Nelson "Nels" Blondefield.*

Panama-Pacific Road Race, CA

4th July 1913 – Los Angeles-Sacramento: 455.3 miles

FP	#	Driver	Car	Time
1	9	Frank Verbeck/Harry Ham	Fiat (racing car)	11:01:16, 39.5 mph
2	45	E.S.Waterman/Clifford Perry	Buick (stock car)	11:21:25
3	7	Barney Oldfield	Fiat (racing car)	11:22:53
4	1	Charles Soules/A.G.Morse	Cadillac	11:26:14
5	30	Ralph Chandler/H.Hunt	Alco	
6	48	Ralph Skinner/J.Fleming	Pope-Hartford	
7	34	C.Putman/W.Barcroft	National	
8	5	Omar Toft/Oscar Nelson	Simplex	11:30:29
9	33	Harris Hanshue/Merrick	Apperson	
10	8	T.J.Beaunot	Cadillac	11:57:??
	3	A.G.Faulkner/Frank Landhoffer	Simplex	12:03:50
	2	S.A.McKee	Cadillac	
	4	William F.Bramlette	Apperson Jackrabbit	
	6	H.J.Pink	Cole	
	10	Gaston Morris	Mercer	

11	P.E.Leach	Macombe	
12	H.J.Raymond	Mercer	
13		Locomobile	
14	Thomas McKelvy	Overland	
15	G.E.Ruckstell	Mercer	
16	Munroe	Touraine	
17		Simplex	
18	Louis Nikrent	Buick	
19		National	
20	E.Roger Stearns/O.W.Kern	Kissell	
21		National	
22	D.Kapuczin	Winton	
23	Gochenouer	Moon	
24	George Cassin/S.V.Cox	National	
R	Zacharias/Mores	Chalmers	mechanical

There were 52 entrants, 43 starters, 19 finishers.

The Touraine went through a fence on a curve at Burbank – the barbed wire tore up the tyres of the car as it slid into a barley field. Omar Toft was shot at by Bridgetender Roberts after he failed to observe the speed sign while going over a bridge.

Verbeck was reported to have failed to check in at the Fresno control, but no-one seems to have protested the result. Willeford was also reported as having driven the Verbeck car to Lanter's Field.

IX National Reliability (Glidden) Tour

11th-19th July 1913 – 1233 miles

#	Driver	Car	Remarks
		Metz 22 Runabout	Perfect score.
		Metz 22 Runabout	Perfect score.
		Metz 22 Runabout	Perfect score.
5		Hupmobile runabout	Won Anderson Cup (for runabouts). Perfect score. Entered by R.W.Munzer & Sons.
		Hupmobile runabout	Perfect score. Entered by R.W.Munzer & Sons.
10		Krit runabout	Perfect score.
20	Dr J.D.Park	Locomobile 40	Won tour.
	L.H.Fawkes	Marmon 32	
	Long Time Sleep		Chief of the Blackfoot tribe of the Glacier National Park reservation.
	L.W.Hill		First competitor to leave Minneapolis. From the Great Northern Railway.
			Pilot car.
			Pacemaker.

Route:
11th July: Minneapolis-St Cloud (MN) -Alexandria (MN) – 144.4 miles
12th July: Alexandria-Fergus Falls (MN)-Fargo (ND) – 123.3 miles
13th July: Rest day in Fargo.
14th July: Fargo-Grand Forks (ND)-Devils Lake (ND) – 194.6 miles
15th July: Devils Lake-Minot (ND) – 135.6 miles
16th July: Minot-Stanley (ND)-Williston (ND) – 136.8 miles
17th July: Williston-Poplar (MT)-Glasgow (MT) – 163.8 miles
18th July: Glasgow-Harve (MT) – 156.1 miles
19th July: Harve-Glacier Park (MT) – 178.0 miles

The rules were changed compared to previous years, so that penalties were only issued for lost time.

The entry of Long Time Sleep caused Chief Horses Ghost of the Sioux nation from the Fort Park reservation to try and get one of his wealthy tribe members to enter – the Sioux were the old time enemies of the Blackfoot. It isn't known if he was successful.

A fully equipped hotel railway train preceded the route, and was to make stops at noon for dinner, and at night was to be the home of the competitors. One car of the train contained a complete newspaper plant from which a newspaper was issued each evening. The newspaper was called the Glacier Park Blazer, and nine issues were printed.

25 cars were scheduled to leave Minneapolis, although 100 cars had been advertised in advance. The original start time was 8am, but heavy rain delayed it until 9:30am. The scheduled speed which had been fixed at 20, 18 and 16 miles an hour according to the selling prices of the

cars was reduced to 18, 16 and 14 miles an hour. Rain also fell on the 14th, turning the previously baked solid roads into a mire. Both the official pilot and the pacemaker cars had to be abandoned by the confetti thrower and the chairman because of the deep mud.

The three Metz cars were awarded the Glidden Team Trophy.

Spirit Lake, IA

12th-14th July 1913

FP	#	Driver	Car	Time
12th July: 5 miles – Free-for-all				
1		H.A.Wilsey	Metz	0:07
2		C.W.Rider	Krit	
12th July: 2 miles – Novelty Race (Cars stopped and cranked in front of grand stand each lap)				
1		H.A.Wilsey	Mitchell	0:05
2		R.Snap	Krit	
3		R.B.Hall		
12th July: 10 miles – Free-for-all				
1		Ray Boody	Ford	
2		Keltsy	Mercer	
3		Shepherd	Colby "Red Devil"	
14th July: 5 miles – Stock cars				
1		H.A.Wilsey	Metz	
2		Oscar Lindquist	Mitchell	
14th July: 2 miles – Novelty Race				
1		H.A.Wilsey	Metz	
2		Oscar Lindquist	Mitchell	
14th July: 5 miles				
1		Ray Boody	Ford	
2		Shepherd	Colby "Red Devil"	
14th July: 10 miles				
1		Ray Boody	Ford	
2		Shepherd	Colby "Red Devil"	

Scheduled for the 11th, postponed to the 12th due to rain. The promoter was W.R.Thornton, who was staging a series of events throughout northern Iowa, Minnesota and South Dakota.

Fond du Lac Fairgrounds, WI

20th July 1913

FP	#	Driver	Car	Time
3 miles – Race cars 318 ci and under, Class A				
1		Ed Gardner	Apperson Jack Rabbit	
5 miles – Race cars, Class B				
1		Ed Gardner	Apperson Jack Rabbit	

Races had been due to be held on the 19th, but were postponed due to rain. There were four cars competing, and there were two other scheduled events – a 1 mile exhibition against time by Ed Gardner driving a National, and a 10 mile Free-for-all. There are no reports of these other two events taking place.

Ogden Fairgrounds, UT

24th July 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		H.C.James	Ford	0:04:08
R		Ray Shardiff	Metz	4 miles/lost wheel/accident

8 miles

1	H.C.James	Ford	0:07:05

The races were part of a celebration ran by the Ogden Automobile Racing Association.

Galveston, TX

28th-29th July 1913 – Beach oval

FP	#	Driver	Car	Time
28th July: "Shorter race"				
1		Armour Ferguson	Peugeot	
29th July: 10 miles – Class E, 230 ci				
1		George De Witt	Gila Monster	0:10:07.84
		Bill Endicott	Case Bullet	
		Chandler	Mason Special	
		Horan	Mercer	
		Drane	Marion	
		H.Ulbrecht	Pirate	
		Ralph Mulford	Mason Special	
29th July: 20 miles				
		Bill Endicott	Case Tornado	
		Joe Nikrent	Case	
		L.Disbrow or Newhouse	Case Dragon	
		Bill Endicott or sub	Case Bullet	
		Ralph Mulford	Mason special	
		J.Horan	Mercer	
		Drane	Marmon	
		H.Ulbrecht	Pirate	
		Rickenbacher	Mason special	
		L.Disbrow or sub	Case Special	
		Herbst or Mary	Stutz	
		J.Lecain	Stutz	
		Wegle	National	
		Hanes or Roberts	Knox	
		Armour Ferguson	Peugeot	
29th July: 1 mile – Flying Start				
		J.Horan	Lozier	
		J.Lecain	Stutz	
		Armour Ferguson	Peugeot	
		Ralph Mulford	Mason Special	
		Louis Disbrow	Simplex Zip	
		Louis Disbrow	Jay-Eye-See	
29th July: 10 miles				
		Pringle	Studebaker	
		Mosley	Studebaker	
		Ralph Mulford	Mason Special	
		George De Witt	Gila Monster	

These were the support races to the feature 100 mile races included in the National Trail results.

San Antonio Endurance Run, TX

30th July-2nd August 1913 – San Antonio-Galveston-San Antonio

Pos	Driver	Entrant	Car	Remarks
	John Langford	John Roberts	Packard	Had a tow start in Victoria after being worked upon.
	Joe Polley	H.J.Backer	Overland	Touring class, 9 pts
2	W.W.Searcy	W.Searcy	National	2nd in roadster class, 112 pts
1	O.M.Burt	O.M.Burt	Franklin	1st in roadster class, perfect score.
	S.Powell	Mrs R.T.Pruitt	Cole 30	Touring class, 9 pts
R	J.Gunter	J.G.Hardie	Chadwick Six	Did not return from Galveston.

	Hardie			
R	Gus Gimble	A.Reinstein.	Hupmobile	Did not return to San Antonio.
			Oakland 6 "Greyhound"	Press car

Run by the San Antonio Automobile Club. It was meant to be an owners run, hence the much lower than expected number of entrants.

Hanford, CA

2nd August 1913 (estimated) – 50 miles

FP	#	Driver	Car	Time
1		Frank McHugh	Buick 30	1:09

This was a street circuit with "a large number" of turns. There were 11 starters.

Streator, IL

4th August 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Track Record Attempt				
		Louis Disbrow		0:01:08

Disbrow made three attempts, as the strong wind and sharp turns cut down his speed.

1 mile – Exhibition				
		Louis Disbrow	Jay Eye See	0:01:11.4

Run by the Streator Trotting and Fair association.

Lawrenceburg Fairgrounds, IN

8th August 1913

FP	#	Driver	Car	Time
5 miles				
1		John O'Berling	EMF	0:07:41

There may have been races on the 7th.

Brighton Beach Motordrome, NY

9th August 1913 – 1 mile dirt oval

Auto races were scheduled for the 9th August, having been announced on the 3rd July. Ralph Mulford and Ralph De Palma were scheduled to drive, and the papers of the 9th still said that the races were to happen. However, no report of the races have been found… On the 8th August a foreclosure sale of the property was announced for the 22nd August, with action brought on a second mortgage of around $93,000 – the first mortgage was for $650,000. Despite this, motorcycle races were held on the 12th. An article on the 28th confirms that the sale was going ahead, and also said that "Golf interests have been trying to secure the property for a golf link and real estate dealers are anxious to have it cut up into lots."

Libertyville, IL

9th August 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Class E, limited to local cars and drivers				
1		Eddie Hearne	Case	0:05:43.05

2	F.C.Wilbur	Mercer	

1 mile – Exhibition

	Louis Disbrow	Jay-Eye-See	0:00:54.40

10 miles – Class E, non-stock, 600 ci and under, Heat 1

1	Eddie Rickenbacher	Mason	0:09:07.11
2	Bill Endicott	Case	
R	Louis Disbrow	Simplex	

5 miles – 301-450ci Handicap

1	Eddie Rickenbacher	Mason	0:05:08
2	Bill Endicott	Case	

10 miles – Class E, non-stock, 600 ci and under, Heat 2

1	Louis Disbrow	Simplex	0:09:44.50
2	Eddie Rickenbacher	Mason	
3	Bill Endicott	Case	

1 mile – Time Trials

1	Eddie Rickenbacher	Mason	0:00:50.35
2	Louis Disbrow	Simplex Zip	0:00:52.90
3	Eddie Rickenbacher	Mason	0:00:54.75
4	Bill Endicott	Case	0:00:55.75

5 miles – Free-for-all Handicap

1	F.C.Wilbur	Mercer	0:04:44.75
2	Eddie Rickenbacher	Mason	
3	Ulbricht	Case Special	

Eddie O'Donnell, mechanic for Eddie Richenbacher was seriously injured before the races when he was thrown from the car when a corner was taken too rapidly – he suffered a broken shoulder and internal injuries.

White Plains, NY

16th August 1913 – 1/2 mile dirt oval

FP	#	Driver	Car	Time	

1 mile – Time Trial

1		Jean Menenghetti	Fiat Tornado	0:01:14.5	
2		Spencer Wishart	Mercer	0:01:16.75	
3		John De Palma	Mercer	0:01:17.25	

The Time Trial was for a cup offered by the Auto Aero Supply Company of White Plains.

10 miles – Class D, Free-for-all

1		John De Palma	Mercer	0:13:27.5	
2		Henry Hickman	Buick		
		Spencer Wishart	Mercer		
		Jean Menenghetti	Fiat Tornado		
R		A.W.Marsh	Stoddard-Dayton	rolled	

10 miles – Free-for-all Handicap

1		John De Palma	Mercer	0:13:11	*30s*
2		Spencer Wishart	Mercer		*scratch*

5 miles – Class E, 450ci

1		Spencer Wishart	Mercer	0:06:37	
2		John De Palma	Mercer		

5 miles – Class E

1		John De Palma	Mercer	0:07:24	
2		Creergeer	Flanders		

Libertyville, IL

17th August 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time	

10 miles – 600 ci

1	Charles Luttrell	Mercer	0:10:45
2	Eddie Hearne	Case	
3	F.C.Wilbur	Mercer	

2 miles – Time Trial

1	Louis Disbrow	Simplex	0:00:53
2	Eddie Rickenbacher	Mason	0:00:54
3	Bill Endicott	Case	0:00:55
4	Louis Disbrow	Jay Eye See	0:00:56

5 miles – 450 ci

1	Eddie Rickenbacher	Mason	0:05:06.8
2	W.Chandler	Mason	
3	Bill Endicott	Case	

Australian Pursuit

1	Bill Endicott	Case	10 miles
2	Charles Luttrell	Mercer	
3	F.C.Wilbur	Mercer	

10 miles - Class E, non-stock, 600 ci and under, Heat 3

1	Louis Disbrow	Simplex	0:09:18.2, 68 mph
2	Eddie Rickenbacher	Mason	
3	Bill Endicott	Case	

5 miles – Free-for-all

1	Louis Disbrow	Simplex	0:04:53.8
2	Bill Endicott	Case	

The following day the AAA announced that the 10 mile time set by Disbrow, which was six seconds faster than the world's record, would not be recognised as electrical timing was not used.

3rd Newport Hillclimb, IN

21st August 1913

FP	#	Driver	Car	Time
Event 5				
1		D.C.Peters	Staver	0:00:16.8
Event 6				
1		Frank Fox	Pope-Hartford	0:00:20.0
Event 7				
1		S.U.Johnson	Ford	0:00:31.4

Rain prevented the last event from happening.

Marshfield Fairgrounds, WI

27th-29th August 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
27th August: 2 miles				
1		H.G.Hambright	Buick	
2		Mayor Robert Connor	Locomobile	
28th August: 2 miles				
1		Judge Wagener	Buick	
2		U.G.Hambright	Cadillac	

Wagener's co-driver was Frank Noll Jr, and he was driving Hambright's car. Hambright, whose mechanician was Anson Campbell, was driving a car belonging to P.J.Schaefer.

28th August: 2 miles

1		Mayor Robert Connor	Locomobile
2		Dr H.H.Milbee	Buick

Connor's mechanician was Ed Gallett, Milbee's was Otto Nelson.

28th August: 2 miles

1	Mayor Robert Connor	Locomobile
2	U.G.Hambright	Buick

Connor's mechanican was Otto Nelson, Hambright's was Dr V.A.Mason.

29th August: 2 miles

1	Mayor Robert Connor	Overland	0:03:39
2	Dr D.A.Knilans	Buick	

29th August: 2 miles

1	Glass	Stutz	0:03:31
2	Mayor Robert Connor	Overland	

Races held as part of the Marshfield Fair.

Glass challenged Hambright for a $250 race at the Marathon County Fair at Wausau, WI, to be held on the 4th September. No details of this race taking place have been found.

Waseca County Fairgrounds, MN

30th August 1913 – Dirt oval

FP	#	Driver	Car	Time

10 miles

1				
2		Floyd Willard		

Part of the Waseca County Fair.

Seattle Automobile Club Reliability Tour for the Post-Intelligencer Trophy, WA

30th August-3rd September 1913 – Seattle-Gray's Harbor-Seattle: 900 miles

On the 3rd September, George Walsh was killed and Harry Gray and Walter S.Brown were injured when the car driven by Gray took a corner onto a trestle bridge over the Duwamish flats at Oxbow too fast. The wheels skidded on the wet planking, and the car crashed through the railing and fell onto the flats 10 feet below. Walsh was instantly killed when the car fell on top of him and crushed his head.
The run was split into two classes, with 29 competing cars. In the Touring class, a Cadillac, Cartercar, Stearns-Knight, Krit and Buick achieved perfect scores. In the Roadster class, a Studebaker 25, Locomobile, Chalmers, Cadillac, Hupmobile and Michigan achieved a perfect score. The Studebaker was awarded the trophy.

Carson City-Reno-Virginia City-Reno-Carson City, NV

31st August 1913 – 68 mile road course

FP	#	Driver	Car	Time	Mechanician
1		Earl Jackson	Reo	2:11:02	Chester Milberry
2		C.W.Mack	Hupmobile 32 hp		J.S.Clark
3			Reo		
4			Ford		
R		J.Raycroft	Thomas Flyer	steering knuckle	A.Jeffries
R		Jack Payne	Dorris 40	accident	Albert Trosi
		Cleve Hughes	Reo 30 hp		
		Bud Hinkle	Reo 30 hp		

There were 3 Reo entries, but it isn't known whether Hughes or Hinkle finished 3rd. Mack had been leading by three minutes until within four blocks of the finishing line he ran into a ditch and broke part of the rear drive train. The car was pulled over the finishing line by its driver, which caused some conflict after the race as it didn't finish under its own power. The winner was awarded the Chanslor and Lyon Cup. Albert Trosi suffered two broken legs and other internal injuries when he jumped from his car – he died at 22:10 on the 3rd September from a blood clot on the brain.

A small car race was also held:

12 mile race

1	William Harrington	Maxwell	0:22:00

2	Coe	Rambler	
3		Metz	

Atlanta Speedway, GA

1st September 1913

FP	#	Driver	Car	Time
25 miles				
1		Jesse "Oldfield"	Stearns	0:41
2		Bill Jones	Cole 30	

The Stearns was reported to be the car which won a 24 hour race at Brighton Beach in 1908. This race was notorious for Bill Jones throwing his mechanician from the car whilst going at 50 mph. He had initially refused to take onboard mechanician, but after having to stop to make engine repairs, he took onboard Richard Morton. According to Jones, Morton tried to shut down the engine after half a mile, probably from being too scared. Jones threw him out of the car, restarted and continued for two laps until he stopped again having lost a tyre.

50 miles				
1		Arthur Thurman	National	
2		Thornton Everett	Stearns	5 laps/"tyre"

Dan Walraven, local agent for National, declared that the Stearns had blown a piston and that the tyre went flat later only when a knife blade went through it. Everett denied the accusation and blows were only averted when police intervened.

Run under the auspices of the Colored Labor Day Association on behalf of the Big Bethel Church.

Nashville Fairgrounds, Cumberland Park, TN

1st September 1913

FP	#	Driver	Car	Time
25 miles – Free-for-all				
	5	Jake Loiver	Mercer	flagged
	9	T.L.Evans	Apperson	flagged
R	2	Edward Polk	Mercer	accident
R	13	Clyde Donovan	Studebaker "Whisk Broom"	accident
R	3	John W.Sherrill	Buick	fatal accident
R	8	William Sherrod	Stutz	fatal accident

Six cars entered, four had accidents. Thomas Bridges, mechanician for Sherrill, and Gooch Brown, mechanician for Sherrod were also killed. Polk, his mechanician Freeman Ormsby and Clyde Donovan were all injured, although not seriously. Ted Sheppard was mechanician to Loiver, and Frank Bell was mechanician to Evans. Loiver and Evans couldn't stop before reaching the accident, but managed to dive through the wreckage at speed without hitting anything – they were flagged off before they could complete another lap. The accident was caused by a small boy who ran out onto the track on the fifth lap– Donovan, who was second, swerved into the outside fence to avoid him. The fence fell back onto the track, partially blocking it. The Stutz, which was in 3rd, drove into the wreckage at full speed and turned somersault, throwing its occupants out. The Buick was close behind and struck the wreckage too.

Bering Cup, TX

1st-5th September 1913 – Endurance Run

Driver	Car	Remarks
	Jackson	Also used as the pathfinding car.
	Haynes	
	Overland	
	Overland	
	Overland	
	Cadillac	
	Cartercar	Also used as the Pilot car.

Route:
1st September: Houston-Brenham-Giddings
2nd September: Giddings-Austin-San Antonio
3rd September: San Antonio-Beeville-Corpus Christi
4th September: Corpus Christi-Goliad-Victoria
5th September: Victoria-Houston

The party consisted of R.M.Carr, H.L.Livingston, E.Emmert, R.Raines, J.F.Hammersmith and wife, Mrs & Mrs Gredson, W.R.Ehert, W.W.Newton, L.J.Murray, W.H.Strong, A.P.Sullivan, O.L.Cochran Jr, F.S.Roberts, N.Bering, C.Bering, M.A.Haulmes, Mr Faust and John Christianson. It is not known who drove what.
Only the Jackson and Haynes had perfect scores going into the final day. The Bering Cup was donated by August Bering of Houston.

The original start date was the 25th August, but the start was delayed by 6 days.

Atlanta Speedway, GA

5th September 1913 – 100 miles

FP	#	Driver	Car	Time

Entrants:

	Bill Jones	Cole 30
	Ed Graim	EMF 30
	Bob Calhoon	EMF 30
	Henry Hill	National 40
	Jessie Bunkner	Stearns 60

The result of this race is not known.

Jackson Legion Fairgrounds, Keeley Park, MI

5th-7th September 1913 – ½ mile dirt oval

During practice on the 5th September, Harry Endicott was driving a Cutting 180 hp when he crashed into the fence. The fence was made from heavy iron piping and on contact it broke off a post, bending it upwards. Endicott was caught under the chin by the pipe and had his head thrown back, breaking his neck. His riding mechanic, George Benedict, ducked and avoided being hit. The car then hit a road scraping machine, ran in a circle of 100 feet, narrowly missing a number of trees before it stopped against one, overturning. Endicott was gasping as he was taken from the car, but died before he could be placed in the ambulance. Benedict was unconscious for several hours in hospital. On hitting the road scraping machine, a 10 year old girl called Mara Sarata who was sitting on it was knocked off and killed. In addition, another 13 year old spectator called Frances Hall sustained fractured rib and numerous cuts, and Mrs Mabel Walters was knocked down and bruised.
No details of the races which were due to take place on the 7th are known.

Hamline, MN

6th September 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time

5 miles

R		William Rickenbacher		

Rickenbacher went through a fence and overturned, but he escaped with only slight bruising.

Corona, CA

9th September 1913 – Light Car Race (231 ci): 102.45 miles

FP	#	Driver	Car	Time
1		Edward S.Waterman	Buick	1:37:26.8
2		Earl Jackson	Reo	
3		Goode	Studebaker	
R		J.R.Crawford	Maxwell	lost wheel
R		William Rhoades	Studebaker	accident on last lap

Rhoades went in to the ditch on the last lap - he was not seriously hurt, but his mechanician suffered a concussion. Crawford threw a wheel trying to avoid a collision.
This was a separate event to the heavy car and free-for-all races which were considered for the Haresnipe championship of 1913.

Livingston, MT

11th September 1913

FP	#	Driver	Car	Time
5 miles				
1		Ralph Bishir	Buick	0:06:40

This was part of the Park County Fair. An auto-control contest was also held, and was won by Miss Mildred Blair against seven male contestants.

Belleville, KS

12th September 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles - Home race, for drivers from Republic County, KS				
1		Harry White	Buick 27	0:04:05
2		Clinton Gregg	Maxwell 30 hp	
3		J.H.Lewis	Ford	
4		Reynolds	Maxwell	
NS		Ed Sanford	Buick 25	
15 miles - Free-for-all, 3x10 lap races				
1		Glen Breed	Buick 17	
2		George Woodruff	Buick 19	
3		W.W.Brown	Buick 10	
		J.F.Jersezy	Flanders 20 hp	
		Ben Mullarky	Buick 17	
		William Sheridan	Buick 19	
		A.L.Haynes	Jackson 30 hp	
		Nelson/Nelson	Overland 40 hp	
		William Lewis	Buick 31	
		W.J.McNary	Jackson 40 hp	

Latonia, KY

13th September 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
100 miles				
1		Eddie Rickenbacher		1:42:??
2		Lottrell		
3		Chandler		
R		Nick Nickles		

Nickles went through the fence at the first turn, sustaining a fractured skull and internal injuries which were considered to be fatal. Shuttler, his mechanician, suffered a scalp wound and internal injuries.

Wisconsin State Fairgrounds, WI

13th September 1913 – Milwaukee: 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile - Exhibition				
		Bob Burman	Blitzen Benz	0:00:48.50
		Bob Burman	Blitzen Benz	0:00:49.00

This was part of the Wisconsin State Fair celebrations. These times from Burman were not classed as official records as timing was done by stop watch instead of electric timing.

Exeter, CA

14th September 1913

As part of the Exeter Carnival, a hillclimb and a 50 mile auto race were to be held on the 14th September – it isn't known if the events took place. A slow auto race was also scheduled on the 12th September, but was postponed to the 13th – the result of this is not known either.

Norfolk Fairgrounds, NE

17th September 1913 – Dirt oval

In the second event of the day, Louis Manghetti, driving a Fiat, was competing in a pursuit race against Gaston Morris, who was driving a National for L.H.Hill. Manghetti, known as "The Mad Italian", rolled his car in a corner and was killed instantly when he broke his neck. The accident was widely reported in the national press, although they often got the name wrong, some reporting that female racer Louise Meneghetti had died.
The results of the other races are not known.

Deming-Silver City-Deming, NM

21st September 1913 – 106.2 miles

FP	#	Driver	Car	Time
1		Fred Sherman	Ford	2:57:16.4
2		Connolly	Chalmers 30	2:58:21
3		Hall	Buick 32	3:03:15
4		Sloss	Reo V	3:08:27
5		Wells	EMF 30	3:21:30
R		Kaufman	Buick	crashed into ditch

Sherman's mechanician was Ackerman. Sherman had three tyre's blow en-route, and he completed the last nine miles on three tyres. Connolly was accompanied by his brother, Hall by Tracy, and Sloss by Walker. Run by the Deming Automobile Club.

Detroit Fairgrounds, MI

21st September 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Exhibition				
		Barney Oldfield		0:00:48.8
5 miles				
		Louis Disbrow		0:04:24.25

Disbrow's time over five miles was announced to be a world record.

Fort Wayne Driving Park, IN

21st September 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Bob Burman	Blitzen Benz	0:00:50.0
3 miles (standing start) – Free-for-all				
1		Bob Burman	Blitzen Benz	0:03:01
3 miles (flying start) - Handicap				
1		Bob Burman	Blitzen Benz	0:02:49 scratch

This was the last ever event held at the driving park - it was closing down due a lack of interest in light harness horse racing. Thus this was also the last Fort Wayne Fair to be held on the site.
On the way to the event, Bob Burman's mechanician Carl R.Klein crashed the car which Burman had been due to race at Fort Wayne. Accompanied by Edward Konarsky, they had been trying to make up lost time when Klein mistook a turn near Ypsilanti, MI, and to avoid hitting a bridge he turned off the road and hit a rut - the car went through a fence, down a steep embankment and overturned. Klein was knocked unconscious and suffered internal injuries, while Konarsky was thrown clear and broke his arm. The car was wrecked.

Marion Fairgrounds, OH

23rd September 1913 – Dirt oval

FP	#	Driver	Car	Time
5 miles - Heat 1				
1		Sid Martin	Buick	0:07:55
2		W.F.Moyer	Buick	
R		W.Bloom	Page	
5 miles - Heat 2				
1		Sid Martin	Buick	0:06:34
2		W.F.Moyer	Buick	
3		W.Bloom	Page	

Martin was declared winner of the event - it was run as a best out of 3 event.

Peoria, IL

25th September 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
Exhibition				
		Louis Disbrow	Simplex Zip	0:00:50.0 (1 mile)
		Louis Disbrow	Simplex Zip	0:01:45.4 (2 miles)
10 miles				
		Gus Monkheim		0:09:08.8

Price, UT

25th September 1913

FP	#	Driver	Car	Time
5 miles				
1		Bill Broeker	Ford "Tin Lizzie"	
2		Bill Austin	Velie 40	

Held as part of the Carbon-Emery Fair.

Morning Sun, IA

26th September 1913

FP	#	Driver	Car	Time
Figure-8 race				
1		Fred Selzer		
2		W.H.Robinson		

Part of the annual Morning Sun horse show and fall festival. A slow race was also held.

Kalamazoo Fairgrounds, MI

27th September 1913 – 1 mile dirt oval

Bob Burman was competing in the Western Michigan Fair races, and narrowly avoided an accident in which George Benedict was probably fatally injured. After the event he said "Tomorrow at Terre Haute, IN, will be the last race I will ever drive on a dirt course." Further details about the races in Terre Haute have not been found.

Bakersfield Fairgrounds, CA

27th-28th September 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
27th September: 15 miles				
1		Tom McKelvy	Overland	0:13:54
2		Edward Waterman	Buick	
3		J.R.Crawford	Maxwell	
27th September: 50 miles – Free-for-all				
1		Tom McKelvy	Overland 0:51:40	
2		J.R.Crawford	Maxwell	
R		Edward Waterman	Buick	25 laps/crankshaft
R		Grover Weathers	Mercer	4 laps/cracked cylinder
		No other competitors		

There were two accidents – the first was at 8am when the Marion special driven by Charles D.McWhinnie broke a front axle approaching the grandstand, somersaulted over an 18-foot embankment and jumped 40 feet before landing. McWhinnie was pulled unhurt from beneath the car, and his mechanician, Wallace Mercer, received scratches. The car was destroyed. Wilson, the regular driver of the car, telegraphed Los Angeles to get his Mercer sent up for the races the next day.
At 1:45pm, Clyde "Dusty" Rhodes in a Studebaker crashed when his rear wheel broke during practice. The car went through a guard fence, uprooted five posts and overturned into a ditch. Rhodes was uninjured, having been saved by his steering wheel acting as a roll bar.

28th September: Match Race – for $500				
1		Felix Magone	Stutz	0:04:50.2
2		Tony Janette	National	
28th September: 25 miles – Cars of 300 ci and under				
1		J.R.Crawford	Overland	0:26:23.8
2		E.S.Waterman	Buick	24 laps
3		Crawford	Maxwell	
28th September: 5 miles – Record Attempt for Light Cars				
		Tom McKelvy	Overland	0:04:53.2
28th September: 100 miles – Free-for-all				
1		Earl Cooper	Stutz	1:43:06.8
2		Tony Janette	National	1:46:54.6
3		E.S.Waterman	Buick	
4		Campbell	Packard	
R		Earl Jackson	Buick	
R		Tony Magone	Stutz	engine
R		Tom McKelvy	Overland	12 miles/accident

McKelvy hit Magone's sliding Stutz, span, rolled and then went over a 10 foot bank. McKelvy escaped without injury, and his mechanician Bob Reed only suffered a sprained arm and leg. Jackson had been in second when his tyre blew on the 83rd lap, and his defective brakes carried him past his pits. The track rules meant that he could not engage reverse, so he had to make another lap to get back to the pits and he lost two laps over the following car. There were 9 starters, and 4 finishers.

Run by the Kern County Fair Association.

Oklahoma State Fairgrounds, OK

3rd October 1913 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Louis Disbrow		0:01:05.6
2 miles				
		Bill Endicott		0:02:17

Event was sanctioned by the AAA.

Fresno Fairgrounds, CA

4th October 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile - Time Trial				
1		Teddy Tetzlaff	Fiat Cyclone	0:00:51.6
10 miles - Cars 230 ci and under				
1		Tom McKelvy	Overland	0:09:57.0
2		Frank Goode	Studebaker	0:09:58.4
3	9	Ed Waterman	Buick	0:10:06.0
4		F.Tucker	Ford	
NA		Earl Jackson	Reo	
NA		Grover Weathers	Regal	
15 miles - Class C, Cars 230-400 ci.				
1	8	Earl Cooper	Stutz	0:14:12.0
2	2	Felix Magone	Stutz	0:14:12.6
3		W.S.Campbell	Packard	0:15:00
4		Tony Jeanette	National	
25 miles - Free-for-all				
1	8	Earl Cooper	Stutz	0:23:04
2	2	Felix Magone	Stutz	0:23:49
3		Tony Jeanette	National	0:24:42
4		W.S.Campbell	Packard	
R	7	Frank Verbeck	Fiat	24 laps/overturned
R		Teddy Tetzlaff	Fiat Cyclone	24 laps/engine
NA		Kennedy	Stevens	

Fresno District Fair meet.

St Louis Automobile Club Reliability Run, MO

4th October 1913 – 122 miles

FP	#	Driver	Car	Time
Touring class				
1		A.H.Zucker	Cadillac	998 pts
=		Clarence King	Cadillac	998
2		Louis Manne	Franklin	998
Roadster class				
1		Edward A.Limberg	Locomobile	994

All scores are out of a possible 1000. There was a three-cornered tie for first place in the touring car class, so a flip of the coin settled the contest. Zucker and King won, so the trophy was cut in two, each getting half, Zucker having the choice of halves. Manne, the third driver in the tie, won a gold club emblem watch fob.

Thomasville, NC

4th October 1913 – Street circuit

A.W.Hughes was killed when his automobile overturned during an amateur race. His car skidded as he turned into Main Street, and he was pinned beneath the vehicle. He died instantly.

Hanford, CA

11th October 1913 – 75 miles (2.6 miles x 29 laps)

FP	#	Driver	Car	Time
1	7	Felix Magone	Stutz	1:28:26.6
2	14	Tom McKelvy	Overland	1:28:54.6
3	1	R.W.Lawton	Buick	1:35:28.6
4	3	Tony Jeanette	National	1:38:03.6
5		George Palatier	Ford	
6		Grover Weathers	Mercer	
R		W.S.Campbell	Packard	20 laps
R			Reo	15 laps/overheating
R			Mitchell	8 laps
R			Buick	7 laps/tyres

Part of the Kings County Fair.

Springfield Fairgrounds, IL

11th October 1913 – 1 mile dirt oval

This was part of the Illinois State Fair. The 11th October was designated as automobile day, with J.Alex Sloan running the races – Louis Disbrow, Bill Endicott and John Raimey were to race.
The only details of a race which have been found are a five mile race between Bill Endicott in a car and an aeroplane. Endicott lost a rear wheel and span off into a fence – his lost wheel hit him on the head, causing a slight scalp wound.

Mount Falcon Hillclimb, CO

18th October 1913 – 3.5 mile hillclimb

FP	#	Driver	Car	Time
1		Bill Turner	Maxwell 25	0:11:32.4
2		William Thorney	Chevrolet	0:14:38.4
3		Bert Clark	Ford	0:14:46.4
4		Frank Nelson	Metz	0:15:02.2

Large car class

1			Franklin	

Run by the Denver Motor Club. The course rose through 2000 ft to the 7000 ft summit, with a gradient mostly above 20%. The road zigzagged up the mountainside with a precipice on one side, and a sheer wall of rock on the other, with just enough width for a car. In places the larger cars had to back up to get around the sharper turns.
E.W.Swanbrough rode as passenger for Turner, and prevented an accident by moving his weight from side to side and preventing the car from tipping over.

Parlier, CA

18th October 1913 – 40 miles (2.0 miles x 20 laps)

FP	#	Driver	Car	Time
1		"Dutch" Drake	Buick	
2		W.A.Bloodworth	Overland	
3		Cliff Sayre	Overland	

The race was blocked on the first lap by a freight train, so the start had to be retaken. The race was part of celebrations of the completion of the new water works system.

Birmingham, AL

29th October 1913 – 1 mile dirt oval

FP	#	Driver	Car	Time

100 miles – Amateurs

1	H.S.Botta	Lyons Special	1:58:16
2	H.F.Chapin	Ford	
3	Barr	Studebaker	
R	Frank Katz		72 laps/accident
R	W.R.Lawson		8 laps/crashed into fence

Katz crashed through the fence and overturned having lost a tyre, suffering a broken arm, cuts and bruises. Lawson also hit the fence, his mechanician Percy Kaplan being thrown out and knocked unconscious.

VI Cactus Derby

3rd-4th November 1913 – 564 miles: Los Angeles-Yuma-Phoenix

FP	#	Driver	Car	Time
1	4	Orin Davis	Locomobile	18:50
2	11	Guy Ball	Marmon	21:05
3	27	Louis Nikrent	Buick	21:41
4	23	Jack C.Rice	Simplex	22:54
5	25	Ben B.Buxton	Mercer	23:28
6	22	H.L.Greer	Mitchell	24:03
7	19	Henley Ellis	Buick	24:09
R	1	Charles Soules	Cadillac	
R	2	William H.Carlson	Simplex	
R	3	Harry Ham	Cadillac	
R	5	Omar Toft	Simplex	
R	6	Leo J.McKone	Cadillac	overturned near Delmar, broke ribs
R	7	Barney Oldfield	Simplex	
R	8	Lowell Smith	Ford	
R	9	James M.Smith	Buick	
R	10	Tom Waters	Fiat	
R	12	E.A.Tracy	National	
R	14	Frank Verbeck	Fiat	
R	15	A.T.Dickey	Packard	
R	16	F.Wallace	Apperson	
R	17	W.A.Folks	Blue Midget	
R		Watson	Overland	
R	21	H.J.Pink	Cole	
R		Tobin	Apperson	
R	26	Earl P.Schnack	Ford	

There was a report on the 4th November that Barney Oldfield had been killed in an accident 12 miles east of Yuma. The report was unfounded, and was based on an incident where Oldfield sideswiped a rancher's buggy, causing the rancher's horse to run away and the rancher to be injured.
The course went from Los Angeles to La Jolla, San Diego, Descanso, El Centro, Imperial, Brawley, Black Butt, Yuma, Castle Dome, Middle Wells to the Phoenix fair grounds.

The Los Angeles-Phoenix-San Diego Exposition Road Race was run in parallel, with six racing cars competing. The drivers in this race were Carlson, Davis, Soules, Ham, Verbeck and Oldfield. The distance from LA to San Diego was 130.4 miles, and Oldfield completed it in 2h39m, beating the previous road race record between these two cities by 41 minutes.

1st El Paso-Phoenix Desert Race, TX-AZ

3rd-5th November 1913 – 540 miles

FP	#	Driver	Car	Time
1		J.D.Newkirk		17:10
2	2	John Johnson	Stutz	18:29
3	6	M.L.Naquin	Velie	19:17
	3	John Hutchins	Buick	
			Buick	
			Buick	
			Buick	
			Chalmers	
			Chalmers	
			Simplex	
			Mercer	
			Mitchell	
			Brenna	
			Cadillac	
			Cadillac	

	Thomas	
	Hupmobile	
	Ford	
	Studebaker	
	Chadwick	

20 cars entered, 16 started at 5:40am, with the cars starting at 10 minute intervals. 7 didn't make it to the first night stop at Bisbee, AZ.

Arizona State Fairgrounds, AZ

6th November 1913 – Phoenix: 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield	Renault	0:00:48

Jock Forest was one of the entrants, but it isn't known what car he drove. Just outside of Douglas, AZ, on the 24th October as he drove to Phoenix to compete, the car struck a hole in the road and somersaulted twice, landing upside down with Forest beneath it. Forest was killed, and his mechanician, John Pryor (noted in the press as being a Negro), was injured.

San Antonio, TX

20th-30th November 1913 – 0.75 mile dirt oval

FP	#	Driver	Car	Time

The races had been scheduled to last from the 20th-23rd November, but multiple postponements due to bad weather reduced the number of race days to two, and spread them over a longer period.

21st November - *Rain caused the delay of the races – only exhibition events took place. Louis Disbrow competed in a Simplex Zip and the Jay-Eye-See, as well as Ralph De Palma, George Mason (Mason) and Ed Rickenbacher (Mason).*

24th November: 1 mile – Time Trial

1	5	Ed Rickenbacher	Mason Special	0:00:52.8
2	1	Louis Disbrow	Simplex Zip	0:00:53.0
3	9	Gus Monckmeier	Staver-Chicago	0:00:53.4
	2	Bill Endicott	Case	
	4	John Raimey	Case	

There were four starters. Rickenbacher blew a left front tyre when attempting to beat his time and overturned.

24th November: 6 miles – 300 ci

1	13	Bill Chandler	Mason	0:06:50
2		George Mason	Mason Special	
3	6	Heine Ulbricht	Case Suffragette	
4	15	Lou Heinemann	Case Bullet	

24th November: 9 miles – 301-450 ci

1	8	Ralph De Palma	Mercer	0:08:37.2
2	7	George Mason	Mason Special	0:08:42.8
3	4	John Raimey	Case Tornado	
4	3	Louis Disbrow	Case	

24th November: 12 miles - 451-600 ci

1	1	Louis Disbrow	Simplex Zip	0:11:29.0
2	9	Gus Monckmeier	Staver-Chicago	0:11:30.2
3	2	Bill Endicott	Case Special	0:11:31.4

24th November: 1.5 miles – Exhibition

		Louis Disbrow	Jay-Eye-See	0:01:25.4

24th November: 15 miles – Free-for-all, 2 heats and a final

	1	Louis Disbrow	Simplex Zip
	4	John Raimey	Tornado
	8	Ralph De Palma	Mercer
	5	F.S.Duesenberg	Mason
	2	Bill Endicott	Case special
	13	Bill Chandler	Mason

9 Gus Monckmeier	Staver-Chicago	
3 Lou Heinemann	Case	
7 George Mason	Mason	

Called off after five laps due to rain. De Palma had been leading.

30th November: 0.75 miles – Time Trials, Flying Start

1	1 Louis Disbrow	Simplex Zip	0:00:40.0
2	9 Gus Monckmeier	Staver-Chicago	

30th November: 6 miles – Free-for-all, Heat 1

1	8 Ralph De Palma	Mercer	0:05:50
2	2 Bill Endicott	Case Special	
3	3 Lou Heinemann	Case	
R	5 Bill Chandler	Mason	4 laps/accident

On the fifth lap of the first heat of the free-for-all, carried over from the previous Sunday, Bill Chandler driving Mason #5 skidded on the freshly oiled track surface, spun around and went over the southern embankment, pinning the driver beneath the shattered steering column. Chandler suffered broken ribs. When the crowd arrived to get the car off him, Chandler's first words were "I'm all right boys – give me a cigarette."

30th November: 6 miles – Free-for-all, Heat 2

1	1 Louis Disbrow	Simplex Zip	0:05:46
2	9 Gus Monckmeier	Staver-Chicago	
3	4 John Raimey	Case Six	

30th November: 6 miles – Free-for-all, Final

1	1 Louis Disbrow	Simplex Zip	0:05:33.2
2	8 Ralph De Palma	Mercer	
3	9 Gus Monckmeier	Staver-Chicago	

30th November: 9 miles – Class E, 300 ci

1	7 George Mason	Mason Special	0:08:54
2	4 John Raimey	Case Suffragette	
3	15 Lou Heinemann	Case Bullet	

30th November: 12 miles – Class C, Division 4C, 301-450 ci

1	8 Ralph De Palma	Mercer	0:11:33.4
2	7 George Mason	Mason Special	
3	4 John Raimey	Case Six	

30th November: 9 miles – Class C, Division 5C, 450-600 ci

1	1 Louis Disbrow	Simplex Zip	0:08:33.4
2	9 Gus Monckmeier	Staver-Chicago	
3	2 Bill Endicott	Case Special	

30th November: 6 miles – Class D, Free-for-all, Heat 1

1	7 George Mason	Mason Special	0:05:37
2	9 Gus Monckmeier	Staver-Chicago	
3	15 Lou Heinemann	Case	

30th November: 6 miles – Class D, Free-for-all, Heat 2

1	1 Louis Disbrow	Simplex Zip	0:05:32
2	8 Ralph De Palma	Mercer	
3	4 John Raimey	Case Six	

30th November: 6 miles – Class D, Free-for-all, Final

1	1 Louis Disbrow	Simplex Zip	0:05:30
2	8 Ralph De Palma	Mercer	
3	9 Gus Monckmeier	Staver-Chicago	

30th November: 48 miles
Postponed due to darkness!

This seems to be the end of the meeting – no further races appear to have been scheduled.

San Jose, CA

23rd November 1913

No details of the races are known. However, Earl Cooper was injured while tuning his car for the races – he blew a rear tyre and crashed through the fencing. The car drove an arc through a grain field, and then crashed back through the same fence. Cooper was badly cut, suffered several minor bone fractures and wrenched his back.

New York Motor Dealers Contest Association Reliability Run, NY

3rd-5th December 1913 – Class E non-stock reliability run: 500 miles

FP	# Driver	Car	Time
1		Buick	Perfect score
=		Buick	Perfect score
3		Chandler	1 pt
4		Buick	5 pts
5		Hudson 6	6 pts
6		Oakland	14 pts
7		De Dion	20 pts
8		National	21 pts
9		Buick runabout	30 pts
10		Buick runabout	45 pts
11		Oldsmobile	580 pts

The run started and finished in New York city each day.

Other Matters of the Year

An automobile race track and grandstand was to be built for $20,000 during the summer by the Salt Lake Automobile Speedway Company in Saltair, Utah. Quotes claimed that it would "be the second best track of its kind in the world". It is not known if the track was ever built, although a motorcycle race track was used in Saltair during 1913.

Races were to take place in an aviation and auto meet at Gainesville, TX, on the 16th February. However, heavy rain caused the postponement of the races, and winds caused the cancellation of flights the following day. The races don't seem to have been rescheduled.

Plans for the 1st Annual Reliability Run from Wichita (KS) through Oklahoma and Texas to Laredo (TX) were announced on the 3rd April. The route was to go through Winfield and Arkansas City in Kansas, Newkirk, Ponca City, Red Rock, Perry, Guthrie and Oklahoma City in Oklahoma, Dallas, Fort Worth, Waco and San Antonio in Texas, following the Meridian Road. To be run by the Kansas Good Roads Association, the date of the event is not known, and neither is the result.

An Interclub Reliability Run between the Chicago Motor Club and the Chicago Athletic Club was to be held on the 30th May. No other details are known.

The Interclub Reliability Run, held by the Quaker City Motor Club (PA) between it and the automobile clubs of Delaware County, Philadelphia and Germantown was scheduled for the 7th June. It is not known if the event took place.

The Columbus Automobile Club (OH) was to hold a reliability run on the 10th June. It is not known if the event took place.

E.A.Moross was to hold races in San Francisco, CA on the 14th-15th June. It is not known if they took place.

An amateur hillclimb was to be held on the western slope of Laurel Hill, six miles north of Uniontown, PA, on the 20th June. Only owners of cars who were members of the Automobile Club of Fayette County were permitted to enter. There was an intention to hold a professional event some time later, and a newspaper report on the 13th June said that a hillclimb was to be held "next month".

The Cincinnati Hillclimb (OH) was to be held on the 21st June. No further details are known.

The Iowa State Automobile Association was to hold a reliability run from Des Moines on the 23rd June. No further details are known.

The Chicago-Boston non-stop reliability run was held from the 25th-28th June by the Chicago Automobile Club with the co-operation of the Bay State Automobile Association of Boston and the Motor Dealers Contest Association of New York. Harry Vissering entered an Alco, and Ray Harroun entered an Overland. There were fifteen minute stops at South Bend, Toledo, Erie, Rochester, Albany and New York for changing crew and replenishing fuel and water. The run was 1275 miles long, to be covered in 68 hours. The result is not known.

Harry Martin, who had been mechanician for Charles Merz at the Indianapolis 500 mile sweepstakes, was killed at Indianapolis on the 26th June when testing a car. His assistant, Frank Agan, was also badly injured. The accident was caused when a tyre blew out, causing the car to overturn.

Races were scheduled for the 29th June at Davenport, IA. No further details are known.

E.A.Moross was to hold races in Seattle, WA, on the 20th July. No further details are known.

The Grand Rapids Automobile Association (WI) was to hold a tour from the 21st-25th July. No futher details are known of this event, although in a newspaper report on the 20th July an Overland 69 was reported as finishing 4th in an endurance run in Wisconsin. This may or may not have been the same event.

An automobile race was announced for the Duchesne Pioneer Day celebrations in Fort Duchesne, UT, to be held between the 24th and 25th July. There are no reports on the race having taken place.

On the 25th July, Mrs Teddy Tetzlaff filed a suit for divorce against her husband in Los Angeles. She said that "It is necessary to get relief for my spear-racked nerves. My husband lives like he drives. I was born and bred in staid old Boston and I can't stand the speed." They had been separated for about the year. She also said that she was forced to leave her husband to save little Teddy, their 9 year old boy, "from the speed craze."

The Kansas State Automobile Association was to hold a reliability run on the 12th August. This might be the same event as the Sociability and Endurance run to be held by the Kansas State Automobile Association under the rules of the AAA and was to start on the 5th August. There were to be 150 cars in the sociability run, and 25 in the endurance run. The start was to to be made from Kansas City, going through Topeka to Emporia, following the Santa Fe trail to Hutchinson on the 6th August, Garden City on the 7th, La Junta on the 8th and Colorado Springs on the 9th. No details of the actual contests taking place have been found.

A street carnival was held in Monte Vista, CO, from the 26th-27th August. Auto races were announced in advance, but there are no reports of the races having taken place.

The 4th Annual Milwaukee Sentinel Reliability Run was to be held from the 28th-30th August. There were 24 makes of car entered, including Reo, Ford, Studebaker, Mitchell, RCH, Michigan and Buick. No further details about the event are known.

The 42nd National Convention of the Delta Tau Delta Fraternity was held in Indianapolis on the 29th August, and a 50 mile race at the Indianapolis Speedway was announced in advance. The race does not appear to have taken place.

The Chicago Motor Club was to hold a reliability run from the 30th August-6th September. No further details are known.

Races were announced for the 1st September in Columbus, OH. No further details are known.

The Improved Order of Heptasophs held a celebation in Frederick, MD, on the 1st September, and it was to include an automobile race run under the auspices of the Frederick Driving Club. Auto races weren't held on the day itself, although motorcycle races were.

Labor Day celebrations (1st September) in Coshocton, OH, were to feature a 10 mile auto race for local cars. Motor cycle races were held on the day, but the auto race was not.

The Big Four Fair was held in Nashua, IA, on the 5th September. An auto race was announced in advance, but no details about the race have been found.

The Jackson County Fair (IA) was to hold an auto race on the 6th September. The race was 3 miles long for stock cars. The cars had to stop on the line every half mile, then stop the engine, then crank it up again before continuing. No further details are known.

The Kansas City Motor Dealers Association held a reliability run from the 15th-20th September, starting and finishing in Kansas City. Two Cole cars competed - no other details are known.

The 18th Annual National Convention of Mutual Insurance Companies was held in Indianapolis, and as part of the celebrations a 25 mile race was to take place at the Indianapolis Speedway on the 19th September. It is not known if the race actually took place.

The New Jersey State Fair was to begin in Trenton, NJ, on the 26th September. Horace P.Murphy was announced as the manager of the automobile races which were to take place, but no details of the races have been found.

The Sauk County Agricultural Society was to hold its fair between the 1st and 3rd October in Baraboo, WI. A 5 mile auto race was to be held on the 3rd between George Gollmar Jr and Rollo Pruthers - it is not known if the race took place.

The *Boston Daily Globe* reported on the 4th October that a 421 mile reliability run was held "recently" in Seattle, and that a Locomobile owned and driven by Dr E.T.Fick was awarded a clean score. No other details are known.

The Chicago Motor Club was to hold a reliability run around Lake Michigan from the 4th-11th October. No futher details are known.

The Bartow County Fair was held in Cartersville, GA, from the 7th-10th October. Auto races were announced in advance, but no details of the races taking place have been found.

A three day festival was held in Artesia, NM, with an automobile race "through principal streets" to take place on the 15th October. It is not known if the race took place.

Track races were announced for the 18th-19th October in St Louis, MO, to be run by J.A.Sloan. It is not known if the races took place.

The Chicago Automobile Club and the Chicago Athletic Club were to hold an endurance run from Chicago to Fort Wayne (IN) and back from the 23rd-24th October. No other details are known.

Track races were to be held at Waverly, IA, on the 23rd-24th October. Entrants were to include Gilbert Wells (National), Gus Monckmeier (Staver), Jerry Wunderlich (Buick) and Buddy Jones (Stutz "Bear Cat"). It isn't known if the races took place.

Track races were announced for the 8th-12th November in Shreveport, LA, to be run by J.A.Sloan. It is not known if the races took place.

The Canfield Fair was held in Youngstown, OH, on the 13th November. Auto races were announced in advance, but it is not known if they were held on the day.

It was reported in the *San Antonio Light* on the 22nd November that August Bering of the Houston Automobile Club, while in San Antonio, had said that a new one mile board track was under construction in Houston (TX). The course was to be made of heavy timbers, laid with the narrow edge up, and that the opening races were to be held on the course on Christmas Day. However, no further details about the track have been found.

The Missouri Athletic Club held its first reliability run possibly at the end of November/beginning of December (no date has been found). The run, which lasted for four hours, was won by Miss Ethel Dawson, who achieved a prefect score – she was the only woman driver. The run was for members of the club only, and the scores made were based on the drivers' skill in handling the car and general knowledge of the traffic regulations. The tour went through St Louis and the county.

On the 18th December in Indianapolis, Raymond Harroun, 10 year old son of Ray Harroun, died in hospital from injuries he received when he was struck by an automobile on the 17th. Initial reports stated that Ray Sr had been killed, which caused a sensation in racing circles.

Also on the 18th December, Ralph De Palma arrived in Milwaukee, WI, and announced that he would sue for the $3000 purse which was to have gone to the winner of the 1912 Vanderbilt Cup which was held in the city. De Palma said that he needed the money "for Christmas presents."

1914 US Events

Sturgis Fairgrounds, SD

? 1914 – ½ mile dirt oval

Organised by the "I Don't Care Do You Club" (also known as the IDKDY Club), a series of one mile races were held at the fairgrounds. One of the cars raced was a Model T Ford owned by Elmer Arnott, driven by Frank Aukerman. The races were staged as "there was just no excitement" according to Aukerman.

Fresno Fairgrounds, CA

11th January 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
100 miles				
1		Thomas McKelvy	Overland	1:45:16
2	2	Fox	Overland	

Culver City, CA

21st March 1914 – 8 block dirt square

FP	#	Driver	Car	Time
Junior Vanderbilt Cup – Free-for-all				
1		Harry Harts		

Harts won the race by 15s but then crashed after crossing the finishing line.

Elgin Hillclimb, Byron, IL

12th April 1914

FP	#	Driver	Car	Time
Event 1				
1			Chandler	0:00:28.5
2			Apperson Thomas Oldsmobile	0:00:29.0
Free-for-all				
1			Apperson	0:00:28
=			Mitchell	0:00:28
3			Stevens-Duryea	0:00:29
=			Chevrolet	0:00:29
=			Oakland	0:00:29
6			Ford	0:00:30
7			Grant	0:00:32
8			Oldsmobile	0:00:32.5
=			Cino	0:00:32.5
10			Pullman	0:00:36
11			Thomas	0:00:28

The tie was decided in a run-off, won by the Apperson in 27s.

Bakersfield, CA

22nd April 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time

50 miles – Free-for-all

Barney Oldfield	Fiat Cyclone		0:48
Huntley Gordon	Mercer		

5 miles

1	Barney Oldfield	Fiat Cyclone	0:03:56

Racine, WI

26th April 1914

Held by the KDC Club of the WCA, it was won by the Case team captained by Miss Peterson, completing 52 miles. The Mitchell team with Miss Sistek as captain came second with 44 miles. The Weis team with Miss Gertrude Furrio as captain had 30 iles and the Speedwell with Miss Kate Jensen as captain having 26 miles.

3rd Stewart Avenue Hillclimb, Atlanta, GA

9th May 1914

FP	#	Driver	Car	Time
Event 1 – 160ci and under				
1		E.H.Odom	Studebaker 20	0:01:04.2
2		C.C.Rooney	Studebaker 30	0:01:12.0
		George W.Hanson	Oakland	
Event 2 – 161-230 ci				
1		Harry Cohen	Studebaker 30 "Whisk Broom"	0:00:58.0
2		McCune	Studebaker 30	0:01:00.0
		Alexander	Ford T	0:01:11.6
		R.W.Billups	Metz 32	
		H.A.Hurth Jr	Buick	
		H.B.Moss	Chalmers 20	
Event 3 – 230-300 ci				
1		J.T.McKinstry	Stearns	0:01:05.0
2		Boyers	Overland	0:01:12.8
3		L.S.Crane	Pope-Hartford	0:01:16.4
		?	Velie	
Event 4 – 301-450 ci				
1		L.S.Crane	Pope-Hartford "Betsy"	0:00:51.4
2		Bruce McKerrall	National	0:00:52.0
		George M.Ruddy	Case	
Event 5 – Free-for-all				
1		Palmer Edgar	Marmon	0:00:47.2
2		L.S.Crane	Pope-Hartford "Betsy"	0:00:50.4
3		Bruce McKerrall	National	0:00:51.0
		?	Studebaker	
		M.B.Frost	Studebaker	
		R.W.Billups	Metz	
		Dr Frank Edmondson	Marmon	
		George M.Ruddy	Case	
		E.H.Odom	Studebaker	
		R.S.Abbott	Ford	
		C.C.Rooney	Studebaker	
		H.B.Moss	Chalmers	

Edgar won the Stoddard Trophy and the Mark Nabors Trophy, but did not receive the hill-climb trophy as his car was a purpose built racing car and not a stock car – that went to L.S.Crane. However, the result of the free-for-all was protested on the grounds that Edgar's car was a racing car – on the 27th June he was confirmed was the trophy winner on the grounds that the event was a free-for-all, and therefore there were no restrictions.

1st Sociability Run of the Washington Automobile Dealers' Association, DC

12th May 1914 – Washington-Cabin John

FP	#	Driver	Car	Time
1		C.H.Orme	Apperson	0:47:49
		Mrs Howard A.Rhine		0:46:28
		C.A.Watson		0:49:28
		A.F.Potter		0:48:58
		S.Tompkins		0:48:43
		S.J.Meeks		0:48:32
		O.J.Orme		0:48:14
		H.E.Simons		0:48:11
		Mrs A.M.Bohrer		0:46:19
		George C.Ober		0:46:35
		Miss Violet Orme		0:45:16
		J.J.Donohoe		0:44:46
		T.R.Bourne		0:44:42
		W.F.Putnam		0:44:04
		Mrs Annie Frazier		0:43:53
		R.J.Quigley		0:43:18
		R.King Stone		0:43:13
		Mrs C.C.Schroth		0:43:09
		C.W.Calvin		0:43:08
		Dr Leopold Glushak		0:43:00
		M.A.Weller		0:42:55
		James Granberry		0:42:49
		Mrs Pearl Pullam		0:42:48
		Herman Schaefer		0:42:35
		H.A.Fairall		0:42:28
		E.S.Johnston		0:42:12
		J.A.Billingsley		0:41:49
		J.W.Orme		0:41:48
		Mrs Karl Kellerman		0:41:36
		Mrs Truman Abbe		0:41:32
		J.J.Haas		0:41:27
		S.H.Briant		0:41:14
		Miss Lottie Brown		0:40:53
		M.Cohen		0:40:52
		H.G.Machen		0:40:51
		W.F.Redman		0:40:50
		A.J.Woodruff		0:39:50
		W.P.Hildebrand		0:39:45
		Miss Rose Leon		0:39:36
		C.H.Burrows		0:37:40
		R.P.Andrews		0:36:40
		D.R.Thomas		0:36:34
		E.B.Martin		0:36:13

Billed in advance as a reliability run, the competitors had to get as close as possible to the secret time for the route (set at 49m07s).

Terre Haute Fairgrounds, IN

23rd May 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
100 miles				
1		Gordon Morris	Ford	2:15:02

Gene Albion, a mechanic, suffered severe injuries when a car crashed through the fence and ran him over.

Bennings, DC

30th May 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Johnny Raimey	Case Bullet	0:01:03
		Eddie Hearne	Jay Eye See	0:01:06

The track was heavy, so speeds were slow.

Local cars – Heat 1
1 Don Moore Mercer
2 Gardner Orme Apperson Jack Rabbit

Local cars – Heat 2
1 Justice EMF
2 Pratt Washington

5 miles - Local cars, Final
1 Don Moore Mercer
2 Gardner Orme Apperson Jack Rabbit

There were eight entries in the local car event.

3 miles – Class E, non-stock
1 Fred Horey Bullet 0:03:40
2 Lou Heinemann

Australian Pursuit
1 Fred Horey Bullet

5 miles – Free-for-all
1 Eddie Hearne Case 0:05:39
2 Johnny Raimey Case Comet
3 Fred Horey Bullet

Free-for-all Handicap
1 Eddie Hearne Case

5 miles - Special Race
1 Earl French Chevrolet 0:07:07

For cars eliminated in the local race heats

Iowa City, IA

30th May 1914 – ½ mile dirt oval

FP # Driver Car Time

10 miles – under 231 ci
1 W.W.Brown Buick 0:14:00
2 Shaffer Ford

20 miles – Free-for-all
1 W.W.Brown Buick 0:27:56.2
2 Bud Jones National
3 Guy Kneass Cole

1 mile – Record Attempt
Bud Jones National 0:00:34.3

Moana Springs, NV

30th May 1914 – 77 miles (4.813 miles x 16 laps)

Pos	#	Owner	Driver	Mechanician	Car	Time
1	4	R.L.Douglas	R.L.Douglas	Arthur Keddie	Stutz	2:02:00
2	2	Jack Clark	Jack Clark	Harry Smith	Hupmobile	
	5	Mack Auto Company	Charles Mack	Louis Rebrov	Hupmobile	
	6	Wainwright Auto Company	Den Dickerson	R.Caddigan	Special	
R	3	Chester Miller	Chester Milberry	George Miller	Stearns	0 laps
R	1	R.Quinn	Bud Hinckle	Leopold Case	Mercer	0 laps
R	7	Val Staunton	George McKean	Val Staunton	Pilot	1 lap
R	8	Will Rebory	Will Rebory	Donald Collins	Thomas	0 laps/accident

The race started at 2 pm at 30 second intervals. The rcae was promoted by J.W.Wainwright, C.W.Mack and J.B.Wainwright.

Chicago Athletic Association and Chicago Automobile Club Reliability Run, IL

June 1914 (estimated) – 320 miles: Chicago-Peoria-Chicago

FP	#	Driver	Car	Time
1		George B.Dryden	Cadillac coupe	perfect score

Date is unknown - described as "recent" later in June. The run was over two days.

Dongan Hills, NY

13th June 1914

FP	#	Driver	Car	Time
2 miles - Exhibition				
1		Hanson/Drury		

The race was held after an Auto Polo match between West Brighton and West Kill. Two fifteen minute halves were played, West Brighton winning by 7 ¾ goals to 3. It wasn't explained how a fractional goal was scored.

Hackensack, NJ

13th June 1914

FP	#	Driver	Car	Time
1000 yards hill climb, 7 to 1 grade at Teaneck,				
1		William Bouldin	Scripps-Booth	0:00:26
2		James Pearson	Owego	0:00:31
3		H.C.Fairchild		0:00:34
Light cars (hillclimb)				
1		William Seward	Twombly	0:00:27

The Cyclecar Club of New Jersey held the first official cyclecar run in the US from Newark to Teaneck, with 12 cars competing. The cars went through Bloomfield, Passaic, Paterson and Hackensack.

Hitchcock Park, Mitchell, SD

17th-18th June 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
17th June: 10 miles				
1		Sig Haugdahl	Ford	
18th June: 5 miles				
1		Bud Jones	National	
2		Sig Haugdahl	Ford	
18th June: 10 miles				
1		Sig Haugdahl	Ford	

Other entrants included H.A.Walker (Mercer), two Ford Model T's, two EMF's and a Cole.

Hopwood Summit Climb, Uniontown, PA

18th June 1914 – 3 miles: Hillclimb

FP	#	Driver	Car	Time
Class E, Non-stock				
1		John McCann	Metz	
Class C, Non-stock				

1	Charles W.Johnson	Packard	
2	A.D.Spencer	Buick	

Class E, Non-stock (second event)

1	I.P.Fetterman	Simplex	

Special event (for Class E non-stock cars competing in previous three events)

1	J.D.Kerr	Kline	0:03:57.8 (FTD)
4	A.D.Spencer	Buick	

Other known entrants:

Walter Bombaugh	Saxon	
J.E.Shafer		fatal accident
W.R.Scott	Buick	accident
C.M.Williams	Oldsmobile	accident
Emmett Ball	Ford "Ball"	accident
H.C.Horner	Cadillac	accident
I.G.Natcher	Ohio	accident

72 cars entered, 46 in professional races and 28 in amateur events.

The event was run by the Automobile Club of Fayette County. J.E.Shafer was killed when descending the hill after his run - he misunderstood the signal of the marshal at the Crows Nest bend, and in attempting to change direction drove into the cliff face. A few minutes later the car driven by J.D.Kerr skidded off the course and into the crowd. David Davis was knocked down and had his leg broken. Dr Joseph van Kirk of Elizabeth PA, became so excited at the finish that he was stricken with apoplexy and died within an hour.
Two days after the event it was reported that no permission had been granted by the State Highway Department for the use of the National Pike for the climb, despite the traffic being stopped for the competition. According to the press "it is said that there will be no more hill climbs because there is little chance of the state granting permission next year. According to the Uniontown papers, the race will lose the official sanction of the AAA because permission to use the pike was not obtained from the proper authorities."

Stevens Point Fairgrounds, WI

20th-21st June 1914

A 3 mile, 5 mile and 10 mile free-for-all race were scheduled. Races took place, but the results aren't known.

Lima Driving Park, OH

24th June 1914 – Dirt oval

FP	#	Driver	Car	Time
1 mile - Time Trials				
		Fred Horey	Case Bullet	0:01:15.5
		Ulbricht	Special	0:01:12.5
		Eddie Hearne	Case	0:01:10.0
		Johnny Raimey	Case Comet	0:01:10.0
3 miles - 450 ci or under				
1		Eddie Hearne	Case Comet	0:04:05
2		Fred Horey	Case Bullet	
3		Heinemann	Scat	
1 mile - Exhibition				
		Louis Disbrow	Jay-Eye-See	0:01:11
Pursuit Race				
1		Johnny Raimey	Case Comet	0:05:37, 4.5 miles
2		Fred Horey	Case Bullet	
3		Ulbricht	Special	
3 miles - Exhibition				
		Louis Disbrow	Simplex Zip	0:03:20
2 miles - Heat 1, Free-for-all				
1		Johnny Raimey	Case Comet	0:02:34
2		Eddie Hearne	Case	
3		Heinemann	Scat	

2 miles – Heat 2, Free-for-all

1	Louis Disbrow	Simplex Zip	0:02:35
2	Fred Horey	Case Bullet	
3	Ulbricht	Special	

5 miles – Heat 3, Free-for-all

1	Louis Disbrow	Simplex Zip	0:06:11
2	Johnny Raimey	Case Comet	

1 mile – Exhibition

	Louis Disbrow	Jay-Eye-See	0:01:10

2 miles – Handicap

1	Louis Disbrow	Simplex Zip	0:02:28
	Fred Horey	Case Bullet	
	Ulbricht	Special	
	Eddie Hearne	Case	

Combination Park, Medford, MA

27th June 1914 – ½ mile oval

FP	#	Driver	Car	Time
1 mile				
1		H.R.Meyers	Imp	0:01:45
2		Dick Randall	Peter Pan	
3		Joseph Watson	Imp	
4		E.A.McGrath	Dudly "Bug"	
5		Raymond Bard	Mercury	
6		I.W.Dillon	Mercury	
7		Brazeal	Imp	
2 miles				
1		E.A.McGrath	Dudly "Bug"	0:03:25
2		H.R.Meyers	Imp	
3		Raymond Bard	Mercury	
4		Joseph Watson	Imp	
5		Dick Randall	Peter Pan	
6		I.W.Dillon	Mercury	
7		Brazeal	Imp	
3 miles				
1		H.R.Meyers	Imp	
2		Joseph Watson	Imp	
3		Dick Randall	Peter Pan	
4		Raymond Bard	Mercury	
5		I.W.Dillon	Mercury	
R		E.A.McGrath	Dudly "Bug"	2 laps/accident

McGrath was thrown from the car and landed on his head as the car somersaulted on its third lap. He was taken to the Massachusetts General Hospital, where he was diagnosed with a badly sprained or broken arm.

A Trumbull cyclecar under the charge of Arthur P.Young and A.G.Norton was present, but did not compete. This meeting was reported in the press as the first set of sanctioned cyclecar races held in the USA, and was held in conjunction with the field day of St Joseph's Parish.

Toledo, OH

27th June 1914 (estimated) – ½ mile dirt oval

The Toledo Agricultural Society organised the meeting and the attendance of the drivers, so Lima took advantage of this to hold their meeting with the same drivers beforehand. The actual date isn't known – it took place after Lima "in June". Louis Disbrow drove 2 miles in 2m14.2 during the meeting.

Chippewa Falls Fairgrounds, WI

27th-28th June 1914

FP	#	Driver	Car	Time
Known entrants:				
		Ed Gardner	National	
		Speedy Walters	Buick	
		Lee Gunning	Fiat Cyclone	
			Autonet 100 hp	
			Mercer	

For events were scheduled – a 3 mile race for cars 318 ci or under, professional drivers, a 1 mile speed exhibition by Gunning, a 5 mile race for racing cars and a 10 mile event. The results aren't known, although it was reported that spectators thought that the speeds of the cars was slow.

Tacoma, WA

3rd July 1914 – Inter-city Century Race: 100 miles

FP	#	Driver	Car	Time
1		Jim Parsons	Franz	1:55:56.4
2		Brook	Wright	
3		Charles Latta	Lozier	

This race was held before the Potlatch and Montamarathon races.

Taylor, TX

3rd July 1914

FP	#	Driver	Car	Time
4 miles				
1		A.Hoffman		0:05:15
2		Charles Maury		
3		Mervin Cooke		
7 miles				
1		P.A.Nordmark		
2		Bill Melaun		
1 mile – Time Trials, flying start				
1		T.Birkhead		0:01:15.2
2		P.A.Nordmark		0:01:15.5
3		H.Cunningham		0:01:18.5
7 miles				
1		T.Birkhead		0:10:27
2		H.Cunningham		
3		Bill Melaun		

All-Colorado Auto Derby

3rd-5th July 1914 – 240 miles

Cars went from Denver to Pueblo on day 1, stopping at Colorado Springs en-route. On day 2 the race went to Canon City, and on day 3 back to Denver via Colorado Springs. A $3000 car was first prize. E.E.Sommers, president of the Denver Motor Club, entered an electric car in the race – there were 14 competitors.

Taylor, TX

3rd-4th July 1914

FP	#	Driver	Car	Time
3rd July: 4 miles				
1		A.Hoffman		0:05:15
2		Charles Maury		

3 Mervin Cooke

3rd July: 7 miles
1 P.A.Nordmark
2 Bill Melaun

3rd July: 1 mile – Time Trial, Flying Start

1	T.Birkhead	0:01:15.2
2	P.A.Nordmark	0:01:15.5
3	H.Cunningham	0:01:18.2

3rd July: 7 miles

1	T.Birkhead	0:10:27
2	H.Cunningham	
3	Bill Melaun	

4th July: 5 miles – Free-for-all

1	P.A.Nordmark	0:06:27.5
2	Fred Melaun	
3	Ben Johnson	

4th July: 4 miles

1	A.Hoffman	0:05:18.5
2	Charles Maury	
3	Bill Melaun	

4th July: 5 miles

1	Charles Maury	0:06:42
2	Bill Melaun	
3	Marvin Cooke	

4th July: Finish of automobile continuation race of 24 miles, 12 miles each day

1	Fred Melaun	0:15:40
2	Ben Johnson	
3	Bill Melaun	

Part of the 33rd annual exhibition of the Taylor Fair Association.

Adrian, MI

4th July 1914

FP	#	Driver	Car	Time
1			Grant	

A private owner won the race of the day, but nothing else is known.

Breckenridge, CO

4th July 1914

FP	#	Driver	Car	Time
		Harold Kaiser		
2		L.Ames		

Brownwood, TX

4th July 1914

Motorcycle, harness and auto races were held as part of the 4th July celebrations.

Cedar Falls, IA

4th July 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Frank Farber	National	0:01:19

2	Ivan Cram	Knox	
3	Bill Endicott	Marmon	
4	Teddy Snyder	Hudson	
5	Fred Turner	Hoosier Special	
6	Volkhart	Buick	

3 miles

1	Volkhart	Buick	0:04:41
2	Snyder	Hudson	
3	Turner	Hoosier Special	

5 miles

1	Bill Endicott	Marmon	0:07:30
2	Farber	National	
3	Volkhart	Buick	
R	Turner	Hoosier Special	2 laps

1 mile – State record attempt

1	Bill Endicott	Marmon	0:01:18.2
2	Volkhart	Buick	

10 miles – Free-for-all

1	Bill Endicott	Marmon	0:14:46
2	Farber	National	
3	Volkhart	Buick	

Australian Pursuit

1	Farber	National	7 laps

5 miles - Handicap

1	Snyder	Hudson	0:07:18.5
2	Volkhart	Buick	
3	Farber	National	
R	Bill Endicott	Marmon	1 lap

Part of the Cedar Valley District Fair.

Grand Island, NE

4th July 1914 – 2 mile circuit

FP	#	Driver	Car	Time

0.5 gallon of gasoline endurance test

1	H.Jarvis	Saxon	25 miles
2	Williams/Greenleaf	Ford	

20 miles

1	Bagnell Ivers		0:15:25.5
2	Kruger		
3	Rhiley		

30 miles

1	Bagnell Ivers		
2	Kruger		
3	Gottberg		

Hamburg, IA

4th July 1914 – 10 mile course

FP	#	Driver	Car	Time

30 miles

1	Friedman	Buick	
2	Buz Rankin	Hub	
3	Linebaugh	National	

1 mile – Heat 1

1	Linebaugh	National	

1 mile – Heat 2

1	Friedman	Buick	

Hopwood Summit Climb, Uniontown, PA

4th July 1914 – 3 miles: Hillclimb

FP	#	Driver	Car	Time
1		L.P.Fetterman		
2		C.W.Johnson		broken accelerator
NS		W.L.Poffenberger		

Despite orders issued by State Highway Commissioner E.M.Bigelow against holding a hillclimb on the National Pike, the contest was held just after sunrise. Only Fetterman and Johnson competed – Poffenberger ditched his car on the way to the course, and one other car was disabled in a trial heat on Friday. It was later reported that the State Highway Department would take no action against the competitors as "it was only a friendly contest and there wasn't any money up."

Janesville, WI

4th July 1914

FP	#	Driver	Car	Time
5 miles				
1		George Broome	Cutting	
		Herb Zwiebel	Marion	

Broome won two out of the three races he entered, and drove the mile in 1m07.

Lafayette, IN

4th July 1914 – Tippecanoe County Fairgrounds

FP	#	Driver	Car	Time
20 miles				
1		Mazestic		
15 miles				
1		Mazestic		

Patrick Crowe was injured during practice when a rear tyre blew out. The car went into the fence, throwing the driver clear and causing internal injuries.

Liberty Hillclimb, NY

4th July 1914

A hillclimb was held as part of the 4th July celebrations – the result is not known.

Prescott, AZ

4th July 1914 – 84 mile course

FP	#	Driver	Car	Time
3		Naquin/Tom Brewer	Velie	radiator & rear end trouble
		Hartwell	Buick	

Naquin's glasses were broken by a stone thrown up by Hartwell's Buick, hurting his eye, so his riding mechanic Tom "Red" Brewer took over. There were nine cars competing, and Naquin/Brewer finished with a time of just under two hours.

2nd Richfield Springs Hillclimb, NY

4th July 1914 – 7/8 miles

FP	#	Driver	Car	Time

Class A – Cars under $500

1	Metz 22	
2	Metz	
3	Metz	
4	Metz	

The Metz 22 won the Utica Automobile Club Trophy.

Class C

1	Overland	

Free-for-all

1	Bob Campbell	Metz	0:00:55
2		Metz	
3		Metz	

Run by the Automobile clubs of Utica, Rome and Oneonta. There were about 60 entries.

Vincennes, IN

4th July 1914

FP	#	Driver	Car	Time
50 miles				
1		Jack Lanham		

Visalia, CA

4th July 1914 – 3.125 mile road course

FP	#	Driver	Car	Time
150 miles – Free-for-all				
1		Tom McKelvey	Overland	2:46:??
			National	
			National	
			National	
			Mercer	
			Pope-Hartford	
			Packard	
			Buick 40	
			Buick 40	

15 cars competed

Worthington, IN

4th July 1914

FP	#	Driver	Car	Time
50 miles - Free-for-all				
1		Bill Hunt	Buick	
2		Will Grough		
Ford Race				
1		A.Ronine	Ford	
2		Bill Brown	Ford	

Tacoma, WA

5th July 1914

Exhibition

#			
1	Barney Oldfield	Christie FD	0.5 miles - 16.60s
1	Barney Oldfield	Christie FD	1.0 miles - 31.60s
1	Barney Oldfield	Christie FD	2.0 miles - 1m10s

Plymouth Fairgrounds, WI

12th July 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Professional Race				
1		Lee Gunning	Fiat Cyclone 140 hp	0:07:41
2		Albert Freund	Ford 22 hp	0:07:42
5 miles – Stock cars				
1		Eugene Hettinger		
Match Race				
1		Bob Crawford		
		Eugene Hettinger		

Didier Pennott was also to drive a car called Antonette in the races.

Winnebago County Fairgrounds, Oshkosh, WI

19th July 1914

Races scheduled:
5 miles – Under 300 ci
5 miles – Australian Pursuit, Class E non-stock cars
10 miles – Free-for-all
3 miles – Class D, non-stock cars

Didied Pennott was to drive his Antonette – no results are known.

Galveston, TX

31st July-1st August 1914

FP	#	Driver	Car	Time
31st July: 10 miles				
1		Le Cain	Chevrolet	0:10:34.6
2		J.Melaun	Studebaker	0:11:30.0
		George Jessop	Chevrolet	
31st July: 10 miles				
1		O'Donnell	Deusenberg	0:08:23.2
2		Jones	Mercer	0:08:28.8
		Oldrecbush	Mercer	
		Burkhead	Buick	
31st July: 10 miles				
1		Ralph Mulford	Peugeot	0:07:57
2		Tom Alley	Duesenberg	0:08:05
3		Chandler	Braender Bulldog	0:08:40
4		Eddie Rickenbacher	Duesenberg	
		Thomas Kincaid	National	
		Charles Keene	Beaver Bullet	
		W.Clark	Pope Hummer	
		La Coste	National	
		G.Clark	Texas	
		Drane	Premier Weldley	
		Chiegell	Buick	
31st July: 1 mile				
1		Ralph Mulford	Peugeot	0:00:32.4
2		Chandler	Braender Bulldog	0:00:38.2
3		Charles Keene	Beaver Bullet	0:00:38.4
		Eddie Rickenbacher	Duesenberg	
		G.Clark	Texas	
		Burkhead	Buick	
1st August: 5 miles – Free-for-all				
1		Ralph Mulford	Peugeot	

1st August: 20 miles

1	Ralph Mulford	Peugeot	0:19:26
2	Eddie Rickenbacher	Duesenberg	0:19:30

1st August: 10 miles

1	Le Cain	Chevrolet	0:12:28
2	George Jessop	Chevrolet	0:12:30

1st August: 10 miles

1	Eddie Rickenbacher	Duesenberg	0:11:49
2	Tippins		0:11:57
3	George Jessop	Chevrolet	0:12:37

Kennedy's Hill, Rockford, IL

5th August 1914 - Hillclimb

Run by the Rockford Motor Club – the result isn't known.

Maxwellton, St.Louis, MO

8th-9th August 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
8th August: 1 mile				
		Louis Disbrow		0:00:40.2
		John Raimey		0:00:48.4
		Bob Burman		0:00:51.0

Burman had engine trouble.

8th August: 2 miles

		Louis Disbrow		0:01:32.6

9th August: 50 miles – Race 1

?

9th August: 50 miles – Race 2

1		Bob Burman		0:49:10

Burman therefore won the 100 mile sweepstakes.

9th August: 5 miles - Match Race

1		Louis Disbrow		0:04:21

Ho-Ho-Kus Speedway, Bergen County Fairgrounds, NJ

8th August 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
10 miles				
1		Robert White	Columbia	0:14:50
2		Jack Anderson	National	
1 mile – Exhibition				
		Matty Matthews	Blitzen Benz	0:01:20

The races were on the last day of the Bergen County Fair.

Salt Lake Fairgrounds, UT

8th August 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time

5 miles – Exhibition

1	25	Carlson	Maxwell	0:07:04.4
2	3	Teddy Tetzlaff	Maxwell	
3		Basso	Maxwell	

1 mile – Time Trial

		Teddy Tetzlaff	Blitzen Benz	0:01:13.4

5 miles - 450ci and under cars

1	25	Carlson	Maxwell	0:07:36.2
2		Wilbur De Alene	Marmon	

3 miles – Free-for-all, Heat 1

1	3	Teddy Tetzlaff	Maxwell	0:04:16.2
2	25	Carlson	Maxwell	

3 miles – Free-for-all, Heat 2

1	3	Teddy Tetzlaff	Maxwell	0:04:29.6
2		Wilbur De Alene	Marmon	
3	25	Carlson		

5 miles – Handicap

1	3	Teddy Tetzlaff	Maxwell	0:08:06.8	*scratch*

Ogden Fairgrounds, UT

9th August 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles - Exhibition				
1		Teddy Tetzlaff	Maxwell	0:04:33.2
2		Billy Carlson	Maxwell	
1 mile - Exhibition				
		Teddy Tetzlaff	Blitzen Benz	0:01:11
3 miles – Open, for 450ci and under				
1		Billy Carlson	Maxwell	0:04:43.25
		Wilbur De Alene	Marmon	
		Captain Kennedy	Chalmers	
		Rudy Getz	Nyberg	
3 miles - Free-for-all Handicap, Heat 1				
1		Teddy Tetzlaff	Maxwell	0:04:43.25
		Billy Carlson	Maxwell	
		Wilbur De Alene	Marmon	
		Captain Kennedy	Chalmers	
3 miles – Free-for-all Handicap, Heat 2				
1		Teddy Tetzlaff	Maxwell	0:04:34.0
Free-for-all Handicap				
1		Teddy Tetzlaff	Maxwell	

North Side Driving Park, Boone, IA

9th August 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
Race				
1		Lloyd Richardson	Buick	

There were other races - results unknown.

Salduro, UT

10th-12th August 1914

FP	#	Driver	Car	Time

10th August: ½ mile

Carlson	Maxwell	0:00:20.2
De Alene	Marmon	0:00:20.2
Teddy Tetzlaff	Blitzen Benz number 2	0:00:13.2

11th August: ½ mile

Teddy Tetzlaff	Blitzen Benz number 2	0:00:13.2
De Alene	Marmon	0:00:19.4
Carlson	Maxwell	0:00:19.4

12th August: 1 mile – Record Attempt

Teddy Tetzlaff	Blitzen Benz number 2	0:00:25.2

This was a world record.

12th August: ½ mile

Teddy Tetzlaff	Blitzen Benz number 2	0:00:12.6
De Alene	Marmon	0:00:19.4
Carlson	Maxwell	0:00:20.2

Event was held on salt beds on a 10 mile course.

Pike's Peak Ocean-to-Ocean Endurance and Sociability Run, CO-UT

17th-24th August 1914

Route:
17th August: Colorado Springs-Manitou-Divide-Florissant-Hartsel-Buena Vista-Granite-Twin Lakes-Leadville
18th August: Leadville-Red Cliff-Wolcott-Eagle-Glenwood Springs
19th August: Stay in Glenwood Springs
20th August: Glenwood Springs-Rifle-Meeker
21st August: Meeker-Rangely-Jensen-Vernal
22nd August: Vernal-Roosevelt-Myton-Duchesne
23rd August: Duchesne-Spanish Fork-Provo
24th August: Provo-Salt Lake City

This run was the last leg of an automobile tour which began in Terre Haute, IN, on the 6th August and went to Colorado Springs via Springfield, IL, and St.Joseph, MO. 10 cars were meant to take part, but only nine started. The 10 entries were:

R.H.Beeman
N.J.G.W.Blake
Clay S.Wolfe
C.P.Stephens
C.F.Hillman
K.L.Russell
C.Hopkins
J.D.Clark
Dr F.O.Keyes
W.A.Funk

The Provo Commercial Club offered a silver loving cup to the driver who completed the run between Vernal and Provo closest to a fixed time. The Provo Cup was won by Clarence Hopkins. Other cups awarded were the Leadville Cup (won by J.D.Clark), the Glenwood Cup (C.F.Hillman), the Meeker Cup (Dr R.H.Beeman), and the Vernal Cup (Dr F.O.Keyes).

Eckford, MI

21st August 1914

FP	#	Driver	Car	Time
1		Vern Ackett		
2		William Hoffman		

Part of the Eckford Improvement League gala day celebrations.

Knoxville Raceway, Marion County Fairgrounds, IA

21st August 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Stock touring cars				
1		T.W.Robinson	Chandler	0:08:08
2		W.H.Fleming	Chevrolet	
3		Frank Hart	Buick	
4		Albert Sullivan	Overland	
5		J.Breed	Buick 17	
Free-for-all				
1		Willard	Ford Special	0:13:18
2		Bud Jones	Mercer	
R		Frank Hart	Buick	
R		Harley Friend	Ford	

Belleville, KS

28th August 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles – Ford Race				
1		Clinton Gregg	Ford	0:04:37.75
2		Peck	Ford	
3		P.LaPrelle	Ford	
Best two out of three 10 lap races – for drivers from Republic and adjoining Counties				
1		William Sheridan	Buick	
2		J.H.Lewis	Ford	
3		Robert Cusick	Pope	

One of the ten lap races was won in 7m33.75.

Best two out of three 10 lap races - Free-for-all				
1		A.Striegel	Stafford	
2		B.T.Barber	Ford	
3		A.T.Jones	Regal	
		Glen Breed	Buick 17	
		W.W.Brown	Buick 10	
		J.F.Jersezy	Flanders 20 hp	
		P.C.Redman	Maxwell	

Southwest Washington Fairgrounds, WA

30th August 1914 – Centralia: ½ mile oval

FP	#	Driver	Car	Time
1 mile – Time Trial, flying start				
1		Jim Parsons	Romano Special	0:01:10.5
2		Joe Krause	Velie	0:01:15.5
3		Fred Hess	Ford	0:01:17.5
4		Charles Latta	Lozier	0:01:18.5
5		Ray Lentz	Farco	0:01:19.0
6		Earl Staley	Studebaker	0:01:24.5
5 miles – Flying start (for three slowest cars from the first event)				
1		Earl Staley	Studebaker	0:08:42
2		Ray Lentz	Farco	
R		Charles Latta	Lozier	
5 miles – Flying start (for three fastest cars from the first event)				
1		Jim Parsons	Romano Special	0:06:36
2		Joe Krause	Velie	0:06:37
3		Fred Hess	Ford	0:06:44.5
10 miles – Free-for-all				
1		Jim Parsons	Romano Special	0:13:14
2		Earl Staley	Studebaker	0:13:16
3		Fred Hess	Ford	0:13:35
R		Ray Lentz	Farco	engine
R		Charles Latta	Lozier	8 miles
R		Joe Krause	Velie	7 miles

Australian Pursuit

1	Jim Parsons	Romano Special
2	Joe Krause	Velie
3	Fred Hess	Ford
4	Ray Lentz	Farco

Run under the auspices of the Northwest Automobile Association. Dr Lee Scace (Ford) and Billy Ogden (Stutz) were entered in the races but did not appear.

Ormond Beach, FL

September 1914 – Daytona

FP	#	Driver	Car	Time
5 miles – Cars 230 ci and over				
1			Overland	0:04:00
10 miles – Cars 230 ci and over				
1			Overland	0:08:30
20 miles – Cars 230 ci and over				
Race stopped after several cars were permanently disabled.				
5 miles – Cars 230ci and under				
1			Overland	0:04:28
10 miles – Cars 230ci and under				
1			Overland	0:11:20
20 miles– Cars 230ci and under				
1			Overland	0:21:40

4th Wisconsin Reliability-Economy Run, WI

2nd-4th September 1914– 472 miles

Route:
Day 1 – Milwaukee-Sheboygan-Manitowoc-Kewaunee-Algoma-Green Bay: 164 miles
Day 2 – Green Bay-Oshkosh-Fond du Lac-Beaver Dam-Madison: 147.3 miles
Day 3 – Madison-Janesville-Beloit-Burlington-Kenosha-Racine-Milwaukee: 159.2 miles

Pos	Driver	Car	Road Score	Gasoline Score	Tech. Exam.	Total Score
1	Emil Hokanson	Buick	1000	1000	995	2995
2	Case Sanger	Franklin	1000	985	997	2983
3		Jeffery	1000	978	997	2976
4	Eddie Schank	Studebaker 4	1000	968	997	2966
5		Chevrolet	1000	978	984	2942
6		RCH	1000	949	841	2790

Emil Hokanson won the Milwaukee Sentinel Trophy. The Wisconsin Motorist Trophy for the car consuming the least gasoline on the trip also went to Hokanson. For the Free Press Trophy six cars tied for the prize – a draw was held for the winner, and it was won by Eddie Schank (Studebaker). The cars tying were Buick, Jeffery, RCH, Chevrolet and Franklin. Ray Barnett driving a Mitchell Six was the Pilot/Pacemaker car.

Des Moines, IA

4th September 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				
1	1	Louis Disbrow	Simplex Zip	0:01:09.2
2	9	Johnny Raimey	Case	0:01:10.2
3	8	Eddie Rickenbacher	Duesenberg	0:01:10.6
5 miles – State Record Attempt				
	8	Eddie Rickenbacher	Duesenberg	0:05:53.6 (record)

3 miles – Class E (Non-stock)

1		Eddie O'Donnell	Duesenberg	0:03:45.6
2	6	Frank Horey	Bullet	
	4	J.Cleary	Tornado	
	3	H.Ulbricht	120 Special	

3 miles – Class C (Non-stock), for cars 301-450 ci

		Tom Alley	Duesenberg	
		Eddie Rickenbacher	Duesenberg	
	8	Eddie Hearne	Case	
	4	J.Cleary	Tornado	
	9	Johnny Raimey	Case	

1 mile – Record Attempt

		Louis Disbrow	Simplex Zip	0:01:08.6

5 miles – Free-for-all

1	1	Louis Disbrow	Simplex Zip	0:06:09.8
2	9	Johnny Raimey	Case	
3	8	Eddie Hearne	Case	

Australian Pursuit

1	9	Johnny Raimey	Case
	4	J.Cleary	Tornado
	2	H.Ulbricht	120 Special
	7	F.Horey	Bullet

Brighton Beach, NY

5th September 1914

FP	#	Driver	Car	Time	
10 miles – Non-stock 161-300 ci					
1		Ralph De Palma	Mercedes	0:10:20.6	
2		Martin	Mercer		
3		Jessup	Chevrolet		
		7 starters			
10 miles – Non-stock 301-600ci					
1		McCarthy	Mercer	0:10:34.4	
2		Dickinson	Stutz	0:10:40.8	
25 miles – Free-for-all					
1		Ralph De Palma	Mercedes	0:24:08.4	
2		Jessup	Chevrolet	0:24:10.0	
3		Bergdoll	Irwin		
		6 starters			
10 miles – Free-for-all Handicap					
1		Frank Dearborn	Peugeot	0:09:02.8	*10s handicap*
2		Jack Le Cain	Chevrolet		*40s handicap*
3		Ralph De Palma	Mercedes		*scratch*
		9 starters			
50 miles – Free-for-all					
1		Ralph De Palma	Mercedes	0:50:42.4	
2		Jack Le Cain	Chevrolet	0:50:55.0	
3		Frank Galvin	Marquette	0:53:27.8	
4		Jessup	Chevrolet	0:54:40.0	
R		Frank Dearborn	Peugeot	accident	

7 starters. Both De Palma and Dearborn had tyre blow-outs, and both stopped to change them before continuing in the race. At the beginning of the 41st mile, Dearborn suffered another blow-out. Although he appeared to regain control of the initial slide, he crashed through the fence at the next corner, with Dearborn and his mechanician Harold McCarthy being thrown out of the car. Dearborn landed underneath a pile of wreckage from the fence, and McCarthy was pinned underneath the car. Both were knocked unconscious, and were taken to Coney Island hospital.

Cedar Valley District Fairgrounds, IA

5th September 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield	Fiat 120 hp	0:01:07
		Barney Oldfield	Christie 300 hp	0:01:11

Oldfield's mechanician was George Hill. The meeting was part of Oldfield's tour with air pilot Lincoln Beachey.

Lake Tahoe Endurance Run, CA

5th-6th September 1914 – 539 miles

Following finished with perfect scores:

Fred Goss	Buick	Pilot car
J.T.Barnes	Overland	
Ben Hammond	Kisselkar	
W.L.King	Overland	Official car
R.W.Soper	Overland	
W.A.Smith	Kisselkar	
J.Crawford	Maxwell 25	
J.Newsom	Kisselkar	
C.A.Penfield	Oakland	
A.P.Flanders	Studebaker 6	
P.C.Frederickson	Studebaker	Private owner
Al Morrison	Marmon Six	
E.R.Carpenter	Studebaker	
Dr McGill	Haynes	Private owner
Gus Bland	Studebaker delivery	
C.A.McGee	Buick	
E.Lynor Mathewson	Studebaker	
A.M.Wheeler	Overland	Private owner
W.L.Webber	Paige 36	
O.J.Williams	Cartercar	Private owner
Alden McElrath	Cadillac	

There were 26 starters, divided into two sections – a contest division and a private owners' division. Starting from First and Broadway in Oakland, the run went to the Tahoe Tavern in Lake Tahoe, with an overnight stop in Auburn.

1st National Endurance Run for Cyclecars, NJ

6th-8th September 1914 – 300 miles

Route went from Newark, NJ to Atlantic City via Philadelphia and returning via Trenton. The National Touring Board of the Cyclecar Association of America was in charge of the event, and it was run under the auspices of the Cycle Car Club of New Jersey. The cars started from Lincoln Square at 9am.

Entrants:

Miss Twombly (aged 12!)		
Mrs George J.Cowey	Coey Bear	
Charles A.Coey	Coey Bear	Perfect score
William Bouldin III		
Robert F.Breese		
E.A.Alled	Margaw	
	Chelsea	
	Mecca	
	Gadabout	
G.A.McLaren	Twombly	Perfect score
E.H.Riopel	Zip	Perfect score
H.Sewars	Twombly	Perfect score

Coey won the Batavia Rubber Company perfect tyre prize, and the Herroline Company Cup for the smallest gasoline consumption, averaging 35 mpg. There were 19 entries, 12 of whom were eliminated on the first day.

Belle Vernon Driving Park, PA

7th September 1914

FP	#	Driver	Car	Time
3 miles				
1	999	L.G.Natcher	Ohio	0:03:09
2	99	Scott Whitfield	Ohio	0:04:00
R		Lou Reed	Locomobile	accident/rolled
R		Howard Maythews	Firestone	accident/rolled
5 miles				
1	999	L.G.Natcher	Ohio	0:06:35
2 miles				
1	999	L.G.Natcher	Ohio	0:02:37

There were 21 cars entered in the races.

Park City, UT

7th September 1914

An automobile race was scheduled as part of the Labor Day celebrations, but after a trial run around the fairgrounds Mayor Tallon thought that the risk to the crowds outside of the grandstands was too great and asked that the race be called off - it was.

Hamline, MN

12th September 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
15 miles				
1		Louis Disbrow		0:13:03

This was reported as a record for a mile track - until beaten by Burman later that day in Peoria.

Peoria, IL

12th September 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
15 miles				
1		Bob Burman		0:12:47

Beloit Fairgrounds, IL

13th September 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield	Fiat Cyclone	0:01:13

Oldfield appeared with aviator Lincoln Beachey.

Norfolk Fairgrounds, NE

15th-16th September 1914– Dirt oval

FP	#	Driver	Car	Time

15th October
Louis Disbrow crashed his Case during practice, but he escaped without injury, and his passenger J.W.Tannehill jumped clear.

16th October: 1 mile

	Johnny Raimey		0:01:10.8

16th October: 2 miles

	Louis Disbrow	Case	0:02:24

Hastings, MI

18th September 1914 – ½ mile dirt oval

"Dutch" Klein set a half-mile time of 38s.

Kansas State Fairgrounds, Hutchinson, KS

18th-19th September 1914

FP	#	Driver	Car	Time
18th September: 1 mile – Time Trial				
1	8	Eddie Hearne	Case	0:01:08.8
2		Louis Disbrow	Case "Gray Streak"	0:01:09.8
=		Johnny Raimey	Case Comet	0:01:09.8
4		Louis Disbrow	Case "Jay-Eye-See"	0:01:10.6
5		Tommy Milton	Mercer	0:01:15.6
6		Joe Cleary	SCAT	0:01:17.6
18th September: 3 miles – Race for 400 CID engines				
1	8	Eddie Hearne	Case	0:03:56.0
2		Heinie Ulbricht	Case "Gray Streak"	
18th September: 5 miles – Australian Pursuit				
1		Joe Cleary	SCAT	0:06:56.6
2		Tommy Milton	Mercer	
R		Johnny Raimey	Case Comet	blown tyre

Raimey blew a tyre and glided into the fence, removing several pickets.

18th September: 1.5 miles – Tyre and wheel change race				
1	8	Eddie Hearne	Case	0:02:35.2
2		Louis Disbrow	Case "Gray Streak"	

The cars did two laps before pulling up at the start line so that their crew could change the whole wheel. Hearne's crew changed the wheel in 15.8s, and Disbrow's in 20s.

18th September: 5 miles – Free-for-all				
1		Louis Disbrow	Case "Gray Streak"	0:06:19.0
2		Johnny Raimey	Case Comet	
3	8	Eddie Hearne	Case	
unknown				
18th September: Consolation Handicap Race				
1		Tommy Milton	Mercer	
19th September: 1 mile – Time Trial				
1		Johnny Raimey	Case Comet	0:01:07.6
2	8	Eddie Hearne	Case	0:01:08.6
3		Louis Disbrow	Case "Gray Streak"	0:01:10.4

Raimey promised the night before to run 2 laps in 67s flat or die. He did neither, but was awarded a silver trophy.

19th September: 3 miles – Free-for-all				
1		Louis Disbrow	Case "Gray Streak"	0:03:44.4
2	8	Eddie Hearne	Case	
3		Johnny Raimey	Case Comet	
4		Joe Cleary	SCAT	
5		Tommy Milton	Mercer	

19th September: 2 miles – For cars between 231-300 ci

1	Tommy Milton	Mercer	0:02:33.2
2	Johnny Raimey	SCAT	

19th September: 1 mile – Exhibition Run

	Louis Disbrow	Case "Jay-Eye-See"	0:01:10.4

19th September: 3 miles – For cars under 450 ci

1	8 Eddie Hearne	Case	0:03:48.2
2	Johnny Raimey	Case Comet	
3	Joe Cleary	SCAT	
4	Tommy Milton	Mercer	

19th September: 2 miles – Exhibition Run

1	Louis Disbrow	Case "Gray Streak"	0:02:19.4

19th September: Australian Pursuit

1	Johnny Raimey	Case Comet	0:06:01.6
2	Joe Cleary	SCAT	
3	Tommy Milton	Mercer	

19th September: 1.5 miles – Tyre and wheel change race

1	8 Eddie Hearne	Case	0:02:42.0
2	Louis Disbrow	Case "Gray Streak"	

Coshocton, OH

19th September 1914

FP	#	Driver	Car	Time
50 miles				
1		E.O.May	Overland	
10 miles				
1		Donald Renner	Excelsior	

Centlivre Park, Fort Wayne, IN

19th September 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
Free-for-all				
1		Teddy Tetzlaff		
1 mile – Time Trial				
1		Teddy Tetzlaff		0:01:13

Jackson Legion Fairgrounds, MI

19th September 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time

1 mile - Exhibition

"Dutch" Klein lost control of his Benz and crashed into iron railings - Klein jumped from the car on impact. This was his second accident of the day - during practice, Klein's rear wheel had touched the fence and thrown up a piece of timber. The Benz was too damaged to continue, so Klein entered the next race, a 5 mile event, in another car.

Springfield, Illinois State Fairgrounds, IL

19th September 1914

FP	#	Driver	Car	Time
1 mile				
		Bob Burman		0:00:49.8

25 miles

	Bob Burman		0:21:17.6

The 25 mile time was reported as a record - Burman completed 20 miles in 17m10.6. J.Alex Sloan promoted the event.

Maxwellton, St.Louis, MO

20th September 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield		0:00:44
2 miles				
		Barney Oldfield		0:01:27
5 miles				
		Barney Oldfield		0:02:40.4

Pulaski Fairgrounds, PA

24th September 1914

FP	#	Driver	Car	Time
10 miles				
1		Joseph Cooper	Sebring	0:11:05
2		Cope	Buick Wildcat	0:11:11
3			Cole	

Part of the Pulaski Fair.

Cedar Falls Fairgrounds, IA

25th September 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles - Free-for-all				
1		Ernest Cass	Mercer	0:06:35
2		Garner	Kissel Kar	
3		Fleming	Stearns-Knight	
4		Roy Canfield	Hoosier Special	9 laps/hub
5		Leslie Cox	Ford	
6		Meredith Place	Ford	
5 miles - Handicap				
1		Garner	Kissel Kar	0:06:55
2		Ernest Cass	Mercer	tyre blowout
3		Fleming	Stearns-Knight	
4		Meredith Place	Ford	
R		Leslie Cox	Ford	6 laps/engine

Overland Park, CO

25th September 1914 – 1 mile dirt oval

E.W.Swanbrough was killed when his Mercer went through the fence at the north end of the track and collided with a telephone pole - he died on the way to hospital. He was competing in a 15 mile free-for-all which was immediately called off - all succeeding events were also called off. Stephen A.Elmore also competed.

Memphis Fairgrounds, TN

26th September 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Louis Disbrow		0:00:53.2
5 miles – Cars 350ci and under				
1		Eddie Hearne		0:05:13
5 miles – Cars 600ci and under				
1		Johnny Raimey		0:05:41
5 miles – Free-for-all				
1		Louis Disbrow		0:05:12
5 miles				
		Louis Disbrow		0:04:13

Belle Vernon, PA

30th September 1914 - oval

FP	#	Driver	Car	Time
Race				
		A.D.Spencer	Buick	
		Charles Johnson	Packard	

Race was called off due to a lack of oiling of the track

3 miles – Small cars				
1		Earl Weaver	Buick	0:04:03.2
2		Wickerham	Ford	
3 miles – Large cars				
1		Earl Weaver	Buick	0:03:55
2		Charles Moore	Oldsmobile	
2 miles - Ladies Race				
1		Miss Pearl Rose	Buick	0:03:01
2		Miss Beatrice Burr	Buick	
3 miles – Special Race				
1		Earl Weaver	Buick	0:04:03.6
2		Duff	Studebaker	
5 miles – Free-for-all				
1		Charles Moore	Oldsmobile	0:06:30.2

In a trial before the races, Michael Smith (Buick) suffered a tyre blowout. His car swerved into the fence, removing four posts and breaking through the rails – one of them punctured the radiator.

Adams County Fairgrounds, Decatur, IN

30th September 1914

The races were part of the Decatur Fair, with Teddy Tetzlaff the headline driver. Callaghan and De Alene were also to compete. The results aren't known.

Spokane-Walla Walla, WA

30th September 1914 – 210 mile road course

FP	#	Driver	Car	Time
1		W.H.De Vine	Overland	10:30:30
2		Lewis	Cadillac	
3		A.L.Luts	EMF	
4		Morrill	EMF	
R		Joe Conine	Franklin	transmission bearing
R		Paul Welch	Buick 40	overturned/broken spindle
R		Mueller	Ford	

R	Clyde Wright	Ford	broken frame
R		Lozier	
R		National	

Heavy rain made the going hard, and only 4 of the 13 starters reached Walla Walla.

Vinton, IA

30th September 1914

Auto races took place as part of the Fall Festival – the results aren't known.

Manti, UT

1st October 1914

FP	#	Driver	Car	Time
1 mile – Ford Race				
1		Robinson	Ford	0:01:46
2		Clarence Smith	Ford	

Part of the Sanpete County Fair.

Iowa City, Johnson County Fairgrounds, IA

1st-2nd October 1914 – ½ mile dirt oval

FP	#	Driver	Car	Time
1st October: 10 miles – Free-for-all				
1		Jerry Wonderlich	Buick	0:12:05
2		W.W.Brown	Buick "Bear Cat"	
3		J.Sam Wilson	EMF	
R		Bud Jones	Mercer	accident
1st October: 20 miles				
1		Gus Monckmeier	Staver	0:23:40
2		Bud Jones	Mercer	
3		Guy Knease	Cole	
R		W.W.Brown	Buick "Bear Cat"	
R		Bud Goudye	Ford	
R		J.Sam Wilson	EMF	accident
2nd October: 30 miles				
1		Gus Monckmeier	Staver	0:36:24
2		"Speedy" Walters	Buick	
3		Bud Jones	Mercer	
4		G.M.Breed	Buick	
5		Bert Vaughn	Overland	
6		W.W.Brown	Buick "Bear Cat"	
7		Guy Knease	Cole	
R		J.Sam Wilson	EMF	accident

Wilson was hit by Breed on the third lap and then hit the fence, twisting the cars axle.

Postponed from the 11th September due to rain. Run by the Iowa City Automobile Motor Racing Association.

Inter-State Fairgrounds, Trenton, NJ

2nd October 1914

FP	#	Driver	Car	Time
5 miles – Non-stock 161-230ci				
1		Jack Le Cain	Chevrolet	
2		Mort Roberts	Roberts Special	
3		G.C.Jessop	Chevrolet	

4	H.C.Hardwicke	Penn

10 miles – Class E, Non-stock 300ci and under

1	Ralph De Palma	Mercedes
2	Jack Le Cain	Chevrolet
3	G.C.Jessop	Chevrolet
4	Mort Roberts	Roberts Special

5 miles – Non-stock, 450 ci and under

1	Ralph De Palma	Mercedes
2	Grover C.Bergdoll	Erwin
3	Mort Roberts	Roberts Special
		Delage
		Chevrolet
		Marquette

10 miles – Class D, Non-stock Free-for-all

1	Ralph De Palma	Mercedes
2	Grover Bergdoll	Erwin
3	Raymond N.Brown	Isotta
4	Mort Roberts	Roberts Special

10 miles – Class E, Free-for-all Handicap

1	Jack Le Cain	Chevrolet	0:13:00	*10s*
2	Grover Bergdoll	Erwin		*scratch*
3	Mort Roberts	Roberts Special		*30s*
		Mercer		
		Isotta		
		Chevrolet		

25 miles – Free-for-all

1	G.D.Morton	Mercer Special	
2	Grover Bergdoll	Erwin	
		Mercer	
		Delage	
R	Jack Le Cain	Chevrolet	22 laps/steering/accident

Le Cain crashed through the outside fence in front of the grandstand. Although he didn't hit anyone, a bale of straw placed alongside the fence for protection was knocked into the crowd, and several spectators were knocked over and trampled upon in the resulting melee. Le Cain badly burned himself when he reached under the car to see if there were any people trapped there. Bergdoll's car caught fire and burnt out in front of the grandstand on the last lap.

Part of the Trenton Fair.

Oklahoma City, OK

2nd October 1914 - ½ mile dirt oval

FP	#	Driver	Car	Time
2 miles				
		Louis Disbrow		0:02:13.6

A record for 2 miles on a ½ mile track.

Fresno, CA

3rd October 1914

Auto races were held at the Fresno District Fair, and were to have included cyclecar races. H.A.Brisco was an entrant, but the day before he collided with A.E.Thomason at the crossing of Porterville Road when driving his race car – Thomason was killed.

Williamsburg, IA

6th October 1914

FP	#	Driver	Car	Time
First Auto Race				

1	W.W.Brown		
2	"Speedy" Walters	Buick	

Second Auto Race

1	Gus Monckmeier	Staver	
2	George Wunderlich		
R	W.W.Brown		accident
R	"Speedy" Walters		accident

Brown and Walters collided.

Newport Hillclimb, IN

7th-8th October 1914

FP	#	Driver	Car	Time
Event 1: Class A – Non-stock, 230ci and under				
1		Arthur Chevrolet	Chevrolet	
			Ford	
			Buick	
Event 2: Class A – Non-stock, 231-300ci				
1		Arthur Chevrolet	Chevrolet	
			Pope-Hartford	
Event 3: Class A – Non-stock, 301-450 ci				
1		Arthur Chevrolet	Chevrolet	
			Pope-Hartford 50	
			Pope-Hartford 30	
Event 4: Class B – Open to car owners of Vermilion County				
1		Walter Shepherd	Chevrolet	
Event 8: Non-stock, Free-for-all				
1			Gray Fox	
2		Arthur Chevrolet	Chevrolet	
			Knox	
Event 15: Class C – Non-stock, 230ci and under				
1		Arthur Chevrolet	Chevrolet	
Event 16: Class C – Non-stock, 300 ci and under				
1		Arthur Chevrolet	Chevrolet	
Event 17: Class C – Non-stock, 450 ci and under				
1			Gray Fox	
2		Arthur Chevrolet	Chevrolet	
Event 18: Class C – 600 ci and under				
1				
2		Arthur Chevrolet	Chevrolet	
			Knox	
			Buick	
			Buick 16	

This meet was not sanctioned by the AAA, and as a result on the 14th December, Arthur Chevrolet, W.D.Helmick, Homer Gregg and H.L.Johnson were disqualified for competing here until the 1st January 1916.

Combination Park, Medford, MA

10th October 1914 – ½ mile oval

FP	#	Driver	Car	Time
5 miles – Class A, Cyclecars				
1		Donald Pope	Dudly Bug	0:08:56
2		Felix Feroll	Imp	
3		D.C.Andrews	Merz	
1 mile – Exhibition				
1		Richard Allen	Morgan	0:01:35.2

5 miles – Class B, Light Cars

1	H.P.Breeze	Sigma	0:07:32.2
2	W.A.DeSchaum	Tiger	
3	E.H.Riopel	Zip	

2 miles – Match Race

1	R.P.Breeze	Sigma	0:03:21
2	W.A.DeSchaum	Tiger	
3	R.H.Riopel	Zip	

2 miles – Exhibition

1	H.L.Bailey	Trumbell	0:03:02.4

2 miles – Match Race

1	R.P.Breeze	Sigma	0:03:07.5
2	W.A.DeSchaum	Tiger	

50 km (31 miles) – Free-for-all

1	W.A.DeSchaum	Tiger	
2	G.J.Goewey	Coey Bear	
3	Felix Feroll	Imp	
	R.P.Breeze	Sigma	
R	Harry I.Bailey	Trumbell	25 laps/burst tyre/accident

There were eight starters.

Lagoon, Salt Lake, UT

11th October 1914

FP	#	Driver	Car	Time

1 mile – Exhibition

		Barney Oldfield	0:01:59.5

Oldfield was reported as having driven in a sea of mud, slowing his time.

Pulaski, PA

15th October 1914

FP	#	Driver	Car	Time

Heat 1

1		Cooper	Sebring Six
2		Cope	Buick Wildcat

The heat was run under protest – the Sebring was said to be using a mixture of ether and gasoline, while the driver of the Sebring charged the Buick car with having greatly changed the rating of his car. The judges then refused to permit further heats because of the condition of the rear wheels of the Buick.

Palouse-Colfax-Palouse, WA

17th October 1914 – 38 miles

FP	#	Driver	Car	Time
1		Frank Kendall	Ford	1:18:10
2		Barry McDonald	Ford	
		G.R.Joslyn	Paige	
		Harvey Lehold	Reo	
		Billy Burke	Ford	
		Art Jensen	Ford	

Columbus Junction, IA

21st October 1914 – ½ mile dirt oval

Originally scheduled for the 15th October by the Southeastern Iowa Racing Association, the races were postponed due to bad weather. Floyd Willard and Sig Haugdahl were due to race, and J.T.Willard crashed his Ford and was hospitalised during the races.

Spirit Lake, IA

22nd October 1914

A 10 mile auto race was held as part of the Dickinson County Fair and barbecue. Frank Long's steering gear broke during the race and his car overturned three times – he was uninjured. The event had been scheduled for the 14th October, but was postponed due to rain.

Lima Driving Park, OH

22nd October 1914

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Schedule:
Event 1: 5 miles – Ford stock car race
Event 2: 1 mile – Time Trial, Class E
Event 3: 5 miles – Class E, non-stock 250ci and under
Event 4: 1 mile - Time Trial, Class C & D
Event 5: 5 miles – Class D, non-stock 350ci and under
Event 7: 1 mile – Exhibition by "lady driver"
Event 8: Secret time race
Event 9: 10 miles – Non-stock, 460ci and under
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The races were delayed from the 17th October due to bad weather. The results are not known.

Waverly, IA

23rd-24th October 1914

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Entrants:
   Gus Monckmeier           Staver Six
   Moody                    Ford Special
   Bud Jones                National
   C.A.Garner               Kissel Kar
   Gilbert Wells            Stutz
   Brockway                 Overland
   Jerry Wunderlich         "Bear Cat"
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There were to be three auto races each day – the results aren't known.

Second Beach, Newport, RI

27th October 1914 – 1 mile beach course

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FP  # Driver                Car                         Time
 1    Roland E.Arter        Marion                      0:01:05
 2    Charles L.Schaefer    Chalmers
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Course was a one mile straightaway on hard packed sand – the run was from a standing start.

Algona, IA

31st October 1914

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FP  # Driver                Car                         Time
 R    Sig Haugdahl          Mercer                      tyre blowout/rolled
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Postponed from the 9th-10th October.

Brighton Beach, NY

3rd November 1914

FP	#	Driver	Car	Time	
10 miles – Class E, non-stock, under 300ci					
1		Ralph De Palma	Mercedes	0:09:53.4	
2		Morton	Mercer		
3		J.Le Cain	Chevrolet		
10 miles – Class E, non-stock, under 450ci					
1		Ralph De Palma	Mercedes	0:09:34	
2		John De Palma	Mercedes		
3		Morton	Mercer		
10 miles – Class D, non-stock, Free-for-all					
1		Ralph De Palma	Mercedes	0:09:21.2	
2		John De Palma	Mercedes		
3		Steinreich	Benz		
10 miles – Class E, Free-for-all Handicap					
1		Le Cain	Chevrolet	0:09:53	*40s*
2		Jessup	Chevrolet		*45s*
3		Ralph De Palma	Mercedes		*scratch*
40 miles – Class D, Free-for-all					
1		Ralph De Palma	Mercedes	0:37:27.6	
2		Morton	Mercer		
3		Le Cain	Mercer		
4		Jessop	Chevrolet		

Held under the auspices of the Matthews Auto Racing Association.

Fort Worth Driving Park, TX

4th November 1914– ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Eddie Hearne	Mercer	0:01:10.2
2		Heine Ulbricht	1:20 Special	0:01:12.2
3		Joe Cleary	Scat	0:01:14.0
2 miles – Match Race				
1		Joe Cleary	Scat	0:03:42
2		Heine Ulbricht	1:20 Special	
2 miles – Track Record Attempt				
		Johnny Raimey	Case Comet	0:02:26.8
1 mile – Track Record Attempt				
		Louis Disbrow	Simplex Zip	0:01:09.0
5 miles – Match Race				
1		Eddie Hearne	Mercer	0:06:23
2		Heine Ulbricht	1:20 Special	
3		Joe Cleary	Scat	
R		Billy Chandler		dust in drivers eyes

Races were stopped early due rain, which started to fall during the 5 mile match race. Billy Chandler's mechanician was Bob Buford.

Clarinda, IA

4th November 1914– ½ mile dirt oval

A 10 mile, 5 mile and 1 mile race were held – it was reported that some accidents occurred, but the results aren't known. Motorcycle races were also held.

Malvern, IA

5th November 1914

A combined automobile and motorcycle meeting was held. Accidents were reported for the auto races, but the results aren't known.

Louisiana State Fairgrounds, Shreveport, LA

8th November 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Track Record Attempt				
		Louis Disbrow	Simplex Zip	0:00:59.0
2 miles – Track Record Attempt				
		Johnny Raimey		0:02:04.6
5 miles				
1		Eddie Hearne	Case	0:06:10.8
2		Heine Ulbricht		
3		Billy Chandler		
10 miles – Australian Pursuit Handicap				
1		Johnny Raimey		0:11:46.6
2		Heine Ulbricht		

The track was slow due to heavy rain which fell in the morning

El Paso-Phoenix, TX-AZ

8th-9th November 1914 – 538 miles

FP	#	Driver	Car	Time
1		Hugh Miller		14:35
2		J.T.Hutchins		15:57
3		C.W.Tucker		16:40
4		Tom Brewer		16:47
5		Charles Miller		17:24

Hugh Miller overturned near Bisbee on the 8th, but he and his mechanician were both uninjured – they completed the distance from El Paso to Bisbee in 7:30:08. Several cars crashed on the first day, with one mechanician breaking a shoulder. There were 20 competitors.

VII Cactus Derby

10th-12th November 1914 – Los Angeles to Phoenix: 671 miles

1	5	Barney Oldfield	Stutz	23:00:35
2	8	Louis Nikrent	Paige	23:35:56
3	1	T.J.Beaudette	Paige	25:05:23
4	2	W.Cliff Durant	Chevrolet	26:01:00
5	19	Bramlett	Cadillac	26:20.40
6	15	Ellis	Buick	28:22.00
7	17	Burns	Stutz	29:48:00
8	21	Du Bois	Cole	31:56:00
R		Joseph	Buick	
R		Leonard	Buick	
R		Wiseman	Ford	
R		Moore	Kisselkar	
R		Denel	Simplex	
R		Turner	Buick	
R		Adolph	Fiat	
R		Naquin	Velie	
R		Harrel	Fiat	
R		Johnson	Buick	
R		Miller	Ford	
R		Smith	Buick	
R		Tremaine	Pope-Hartford	
R		Cater	Metropole	
R		Lester	Lozier	
R		Turner	Palmer-Singer	
R		Keene	Beaver-Bullett	

R		Bradford	Cadillac	
R		Freeman	Buick	
	4	Olin Davis	Simplex	
	9	Wing	Metz	
	10	Tom Kincaid	Kincaid	Arthur Greenwood was mechanician
		Louis Chevrolet		Retired at Needles
		Billy Carlson	Maxwell	Retired at Needles
	18	J.F.Pink	Thomas	Slid into ditch at 8 miles *
	16	Sprague		

Three day race, with overnight stops in Needles, California, and Prescott, AZ – it roughly followed the future alignment of Route 66, going from San Bernardino-Victorville-Barstow-Needles, Needles-Kingman-Prescott, Prescott-Wickenburg-Phoenix. The race suffered from bad weather – rain and sleet.
Billy Carlson broke a wheel and walked into Needles to find a replacement, but on his return he found his car stripped. Although Chevrolet reached Needles in a time of 8h55m50 (just 16 seconds behind Oldfield), he had destroyed his car in the process, and spent the rest of the race riding as mechanician to team-mate Cliff Durant.
After leaving Needles, Oldfield became stuck in the now swiftly running New River (usually dry), and had to be towed out by a team of mules. Nikrent overtook Oldfield while he was stuck and took the finishers flag first, but Oldfield had the faster elapsed time – he was awarded the title "Master Driver of the World" in compensation. His riding mechanic was George Hill.

** Pink was badly bruised, but his mechanican Tom Eley drove on, only to drop out after 100 miles.*

San Antonio Fairgrounds, TX

22nd November 1914

FP	#	Driver	Car	Time
3 miles – Class E, 300 ci				
1		Joe Cleary		0:03:28
2		Hoffman		
Two other entrants retired				
6 miles				
1		Eddie Hearne		0:06:22
2		Johnny Raimey		
3		Louis Disbrow		
4		Heine Ulbricht		
5		Chandler		
6 miles - Free-for-all (for Texas cars)				
1		Hoffman		0:09:26
2		Raymond		
Race stopped early due to rain.				

Rain caused the cancellation of the rest of the days' races. The races had been originally scheduled for the 24th-25th October, but were postponed due to rain firstly to the 30th-31st October, and then postponed again for the same reason until the 22nd November.

Knoxville, TN

26th November 1914

While warming up for a race on the 26th, Fred E.Radina lost control of his car, skidded and went throughthe fence. He was struck in the abdomen by a broken piece of timber and was so seriously injured that he died within an hour. His mechanician Max T.Smith suffered only bruising.

Tropico Road Race, CA

25th December 1914 – Glendale: 1.906 mile road course

FP	#	Driver	Car	Time
Open Race				
1		Throop	Ford	

Cyclecar Race

1	Lindley	Mercedes

Ascot Park, CA

27th December 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
50 miles – Match Race				
1		Bob Burman	Peugeot	
2		Barney Oldfield	Stutz	
1 mile – Record Attempt				
		Bob Burman	Peugeot	0:00:45.54

Other Matters of the Year

Ralph De Palma resigned as captain of the Mercer team in January because he objected to being on the same team as Barney Oldfield.

A race was held some time during the year at Athens, OH – the 25 mile event was won by an Overland.

At a meeting in Riverdale, IL, on the 8th April, attorney Fred De Young announced that a proposed automobile race course was to be located in Hazelcrest to the east of the Illinois Central tracks, and that 337 acres of land had been contracted for. It was reported that the city of Harvey was jubilant over the proposition and that considerable amounts of stock had been subscribed for by local people. However, no futher details of this venture have been found, and the track doesn't seem to have come to fruition.

On the 10th April it was announced that a meeting had been held to procure land with the representatives of the Bricksburg Land and Improvement Company in order to build a race track and aerodrome in Lakewood, NJ. This proposal doesn't seem to have come to fruition, and wasn't the first attempt to build a track in Lakewood. In 1910 Captain A.M.Bradshaw announced a $500,000 plan to build an 8 mile road course to the southeast of the town, two miles from the Laurel House. This plan doesn't seem to have gone very far either.

An auto race was to be held at the Georgia State Fairgrounds in Macon, GA, with Louis Disbrow down to drive his Jay-Eye-See and Simplex Zip on the 15th April. It isn't known if the race took place.

The Savannah Auto Club announced that it was to hold a two day endurance run in May from Savannah to Georgia via Hawkinsville. No further details are known.

The Racine Motor Club announced that it was to hold a reliability run from Racine, WI to Libertyville, IL on the 30th-31st May. There were to be 25 cars on the 50 mile trip – no further details are known.

Barney Oldfield was reinstated by the AAA so that he could compete in the Indy 500. According to the Boston Daily Globe, H.H.Firestone, head of the Firestone Tire Company, insisted on the ban being removed.

Barney Oldfield raced Lincoln Beachey in his airplane at Charter Oak, CT, on the 13th June – Beachey managed to fall out of his plane, the fourth time he had done this in 1914.

A Ford car race and a motorcycle race were to be held at the Sheboygan Motordrome, OH, on the 20th June. It isn't known if the races took place.

The Chicago-Boston Non-motor stop run was to held from the 29th June-3rd July over a 1277 mile route. There were to be three classifications – the first for stock cars listed over $1200, the winner to get the Glidden Trophy, the second for stock cars listed at $1200 and under, the winner to get the AAA Reliability Trophy, and the third for non-stock cars entered by private owners for the Anderson Trophy. The result is not known.

A sociability run called the Little Glidden Run was held from the 1st-4th July in Iowa. Starting from Eighth and Mulberry Streets in Des Moines at 7am, there were overnight stops in Clear Lake and Spirit Lake, before finishing at Sioux City in time for the races (going via Storm Lake, Cherokee and LeMars on the final day). The run happened, but the *Cedar Falls Record* reported that "The much touted Little Glidden Automobile tour of northern and western Iowa which was to have started from Des Moines, 1st July under the auspices of the Des Moines Auto Club, seems to have blown up before it reached this city where the members of the tour were to have taken dinner and then proceeded to Clear Lake for the night. The pilot blew into town an

hour ahead of schedule time, but stated he did not know how many started from Des Moines. A little after noon, Secretary A.E.Nissen drove into town and seemed to constitute the tour that was hoped to consist of from 25 to 40 cars and an aggregate of 100 people. Mr Nissen stated that a number of cars showed up for the tour at the designated starting place, and had their picture taken. But when Ankeny was reached the would-be tourists seem to have had a severe case of cold feet and retraced their steps Des Moinesward. Mr Nissen pulled out of here for Mason City but said he would abandon the tour there as it was rather lonesome travelling alone on a trip with such a big name and so much advance billing and advertising. It was a rank fizzle."

Fort Wayne announced that their 4th July celebrations were to feature Barney Oldfield and Lincoln Beachey in his airplane at Centlivre Park. On the day Oldfield was competing at Sioux City, and only horse races were held.

Auto races featuring Louis Disbrow, Eddie Hearne and George Clarke were announced for the Hawthorne Track, Chicago, IL on the 4th July. It is not known if they took place.

The Rockingham Fair at Rockingham Park, NH, featured a motordrome on the 1st September, a banked wooden structure similar to a cycle track or velodrome which cars raced around. In addition, it was announced that auto races were to be held with four cars entered from Portsmouth – it isn't known whether these races were to be on the motordrome or not.

Races were to be run in Peru, IN, on the 7th September – Jack Sterns was to race in a Locomobile. It isn't known if the races took place.

An auto race meet was to be held at the Rockford Driving Park, WI, on the 7th September. It isn't known if the races took place.

The Tipton Fair (IA) was to be held from the 8th-11th September. A 5 mile free-for-all and a 3 mile race for Cedar County residents were scheduled for the 11th, but it isn't known if they took place.

A slow automobile race was held at the annual harvest home celebrations in Springville, IA, on the 11th September. A Studebaker won from a Cadillac.

Louis Disbrow entered his Simplex Zip and Jay Eye See cars into the auto races at the South Dakota State Fair at Huron on the 14th September. No further details are known.

Vernor Shoup was competing in a match race with Clay Wolfe when he overturned when taking a sharp turn at high speed on the 26th September near Colorado Springs. The course was 31 miles long, but appears to have been on public roads. Shoup's passenger was Ernest Sommers. Some reports suggested that the injuries were fatal, but Shoup didn't die in the accident. Some reports from outside of Colorado also suggest that it was Vernor's brother Merrill Edgar Shoup who had the accident.

Arthur Bourque was killed in a fatal accident while on a timed run on a 17 mile stretch through Schenectady, NY, on the 26th September.

The Preble County Fair at Eaton, OH, was held from the 28th September-2nd October, and was to feature an automobile race "under the management of Lincoln Beachey of Chicago". It isn't known if it took place.

F.E.Voorhees was reported as being killed in an auto race at Marshalltown, IA, on the 24th September. The race was actually a five mile motorcycle race held at the county fair.

The Georgia-Carolina Fair was to be held in Augusta, GA, with auto races on the 23rd October. It isn't known if the races took place.

The Dothan Fair, AL, was held from the 26th-31st October, and was to feature automobile races. It isn't known if the races took place.

On the 18th November, the San Antonio Automobile Racing Club was formally dissolved. Although the club was effectively defunct, it had never been formally dissolved so was liable to being fined and taxed under US income tax law. Officials of the club spent the morning of the 18th scouring San Antonio for enough proxies to secure dissolution. The club had been formed in 1913 in order to stage automobile races in San Antonio.

1915 US Events

"American people hold up their hands in horror at the Mexicans who participate in bull fights and then pay $4 per seat for a chance to see someone hurt or killed in an automobile race. We probably appear as uncivilized to the Mexicans as they do to us."

Perry Daily Chief

Bakersfield, CA

3rd January 1915 – 1 mile dirt oval

FP	#	Driver	Car	Time
50 miles				
1		Bob Burman	Peugeot	0:40:58
2		Barney Oldfield	Fiat	30 miles/valve

Burman broke official AAA records for 5, 25 and 50 miles - his time for 5 miles was 4m06.5, 25 miles was 20m28.8.

Redondo Beach, CA

17th January 1915 – Road course

FP	#	Driver	Car	Time
60 miles				
R		L.E.VanPatten	Buick	mechanical

There were 34 starters - it was a race for amateur drvers. Practice was held during the preceding week.

Pewaukee Lake, WI

24th February 1915

A stag party was held at Grant's Hotel, with an auto race being held on the lake. No other details are known.

Duluth, MN

20th March 1915 (estimated) – 4 mile ice oval

FP	#	Driver	Car	Time
8 miles				
1			Overland	0:08:28
2				0:09:39
3				0:10:39

The Duluth motor car dealers staged automobile racing on Lake Superior on the closing day of the auto show - the cars were equipped with tyre chains.

Ascot Park, CA

4th April 1915 – 1 mile dirt oval

FP	#	Driver	Car	Time
50 miles				
1		Bob Burman	Peugeot	0:52:36.9
2		Earl Cooper	Stutz	0:53:46.45
R		Louis Disbrow	Simplex Zip	35 laps/broken chain

Burman lapped Cooper. The track had been heavily wetted down with calcium chloride, which caused it to absorb much moisture from the air and turned the surface into a "maple-sugar consistency" - this resulted in slower speeds than expected.

San Antonio Fairgrounds, TX

13th April 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile - Time Trial				
		Barney Oldfield		0:01:10.4
		Barney Oldfield	300 hp	0:01:12.2

De Lloyd Thompson also performed a loop-the-loop in his aeroplane. The half mile oval was used because the three-quarter mile course was not in good condition.

Ellwood City, PA

19th April 1915

The road from Ellwood City to Koppel was closed for an auto race against time. Spec tators gathered for the 10 am start, judges and time keepers were in place, but the race did not come off. The lone contestant, Arthur Cohen, refused to race unless some provision was made for the payment of his fine for speeding through the borough. No agreement could be made, and the race was called off.

Oklahoma City, OK

20th April 1915 – 99 miles

FP	#	Driver	Car	Time
1	2	Claude Foster	Overland	2:02:03.5
2	9	R.G.Thomas	Hupmobile	
3	4	C.E.Shaffstall	Studebaker	
=	8	G.B.Chandler	Buick	
	1	J.H.Strickler		
	3	C.E.McLester		
	5	M.J.Mann Jr		
	6	Earl N.Swan		
	7	R.J.Wallace		
NA	10	Mac Williams	Paige-Detroit	DNA/Disqualified

Run under the auspices of the Southwest Auto Race Association. There were 10 entrants.

Rose City Speedway, Portland, OR

1st-2nd May 1915 – 1 mile dirt oval

Entries:
Jim Parsons
Charles Latta
Henry North
Jack Curtis
Frank Elliott
Ernest Schneider
H.D.Stratton
Fred Barsby
C.N.Bankhead
C.H.Upton
F.V.Forbes
Ray Binne
Billy Smith
Emerson Reed

Emerson Reed crashed into a car on the way to the race track, killing two of the occupants of the other car - Theodore C.Hyde and Harry S.Miller. Reed and his mechanicians were unhurt.

This was the inaugural event of 1915 for the Northwest Automobile Association – they had originally scheduled an event at the Southwest Washington Fairgrounds on the 18th April, but this didn't take place.

Coffeyville, KS

5th May 1915

FP	#	Driver	Car	Time
10 miles				
1		Sig Haughdahl	Mercer	0:12:47
2		Guy Knease	Cole	
3		Floyd Willard	Ford Devil	
		Roy Gillett	Ford	
		Mains	Mercer	
NS		Arthur Thurman	National	withdrew
NS		Sam Wilson		withdrew
5 miles – Australian Pursuit				
1		Roy Gillett	Ford	
2		Charlie Shaffstall	Studebaker 6	
3		Mains	Mercer	
NS		Sig Haughdahl	Mercer	withdrew
NS		Arthur Thurman	National	withdrew
NS		Sam Wilson		withdrew
Free-for-all				
1		Sig Haughdahl	Mercer	
		Guy W.Knease		fatal accident

The race was stopped when Guy W.Knease was fatally injured in an accident and it began to rain before the race could be restarted.

Winfield Fairgrounds, KS

13th May 1915

FP	#	Driver	Car	Time
10 miles (0.5 miles x 20 laps)				
1	11	Sigurd Haughdahl	Mercer runabout	0:15:31.25
2		Floyd Willard	Ford "Red Devil"	
3		Rigby	Flanders	
4		Sam Wilson	Wilson special	
R		Will Swain	National	water & oil circulation
NS		Glen Breed	Buick "Bear Cat"	
NS		Arthur Thurman	National	
NS			Keeton	
Australian Pursuit				
1	11	Sigurd Haughland	Mercer runabout	
2		Rigby	Flanders	
3		Sam Wilson	Wilson special	
20 miles (0.5 miles x 40 laps)				
1	11	Sigurd Haughland	Mercer runabout	0:29:14
2		Rigby	Flanders	
3		Sam Wilson	Wilson special	
R		Will Swain	National	water & oil circulation
R		Floyd Willard	Ford "Red Devil"	bearing

Spokane Hillclimb, WA

15th May 1915 – 2074 ft

FP	#	Driver	Car	Time
$1000 class				

1		Dodge	

Free-for-all

1			
2		Dodge	0:00:49.4

Climb had an average grade of 8.5%.

Interstate Fairgrounds, Spokane, WA

17th-18th May 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1			Paige	0:06:29.5

Other Entrants:

	Jim Parsons	
	Charles Latta	
	Ray Lens	
	Frank Elliott	
	Ernest Schneider	
	Harry Stratton	
	Fred Barsby	
	Bill Devine	Stutz
	George Beck	National
	Ray Paulson	Lozier Six
	Milt McGoldrick	Buick

Columbus Driving Park, OH

16th May 1914 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Exhibition Trial				
		Louis Disbrow	Jay Eye See	0:00:52.6
		Eddie Rickenbacher	Blitzen Benz	0:00:51.6
5 miles – Team Match Race				
1		Eddie Hearne	Case	0:04:55.4
2		John Raimey	Case	0:04:55.8
3		Bill Endicott	Maxwell	0:04:56.0
R		Eddie Rickenbacher	Maxwell	2 laps/engine
100 miles				
1		Bill Endicott	Maxwell	1:38:28.4
2		Eddie Hearne	Case	1:38:38
3		Harvey Kennedy	Edwards Special	90 laps
4		George Clarke	Tornado	87 laps
R		Louis Disbrow	Case	44 laps/engine valve
R		Ben Gotof	National	27 laps/both front tyres/accident
R		Eddie Rickenbacher	Maxwell	16 laps/front tyre/accident

Rickenbacher and his mechanician Eric Schroeder were unhurt, as were Gotof and his mechanician Stanley Earnest. There were 11 starters, 8 finishers.

1 mile – Track Record Attempt			
	Louis Disbrow	Simplex Zip	front spindle/accident
5 miles – Consolation Race			
1	John Raimey	Case Comet	0:05:11.6
2	George Clarke	Tornado	0:05:12.4
3	Eddie Hearne	Case	0:05:13.0

North Randall, OH

23rd May 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles				
1		Louis Disbrow		0:02:48.4
1 mile – Exhibition				
		Eddie Rickenbacher		0:00:50.2
		Louis Disbrow		0:00:52.4
1 hour race				
1		Eddie Hearne	Case 120 hp	58 miles
10 miles				
1		Eddie Rickenbacher		
15 miles – Match Race				
1		C.H.Dalley		0:16:38.4
2		E.C.Thomas		
Novelty Race – 2 miles then tyre change in pits				
1		Eddie Hearne	Case 120 hp	0:02:38.4
2		Louis Disbrow		

Known entries:

Louis Disbrow	Jay Eye See
Eddie Rickenbacher	Blitzen Benz
Louis Disbrow	Simplex Zip
Bill Endicott	Maxwell
Eddie Rickenbacher	Maxwell
Eddie Hearne	Case 120 hp
	Case
George Clarke	Belgian Tornado
Tommy Milton	Mercer
Louis Le Cocq	Ohio 999
Johnny Raimey	Case Comet Six
Al Tidmarsh	Great Western
W.W.Brown	Chalmers Six
Tony Mazzuro	Fiat
Ben Gotoff	National
Al Jennings	Keeton
Capt Arthur Kennedy	Edwards Special

Olympic Park, Newark, NJ

31st May 1915 – 1 mile dirt oval

James Olivia in Stutz number 11, with Percy Lambert as mechanician, won two of the six races, came second in three others and third in another. There were 14 cars competing.

York Fairgrounds, PA

31st May 1915

Glenn Linah, 12 years old, was knocked down and injured by pieces of fence knocked down by Harry Pyle, driving a Pullman in the free-for-all auto race.

Zanesville Fairgrounds, OH

31st May 1915

FP	#	Driver	Car	Time
25 miles				
1	3	Al Dannuck	Buick 16	
		Cliff Friend		engine
		Erway Briner	Overland Special	
1 mile – Track Records				
		Al Dannuck	Buick 16	0:00:46.4
		Cliff Friend		0:00:46.6

		Packard	0:00:48.6

Milwaukee, WI

13th June 1915

FP	#	Driver	Car	Time
100 miles - $5000 sweepstakes, Free-for-all				
1		Louis Disbrow	Case 41	01:36:00.6
2		Eddie Hearne	Case	
3		John Raimey	Case Comet	
4		Bill Endicott	Maxwell	
5		Ben Gotof	National	
		11 starters		
3 miles - City Championship				
1		John Pierce	Marmon	
2			Ford	
Had been scheduled for 5 miles.				
1 mile - Time Trial				
		Louis Disbrow	Jay-Eye-See	0:00:52.8
		Eddie Hearne	Blitzen Benz	0:00:53.2
5 miles - Minor Sweepstakes				
1		Bill Endicott	Maxwell	0:05:04.2
2		Captain Kennedy	Edwards Special	
3		Frank Jennings	Keeton	
1 mile - Elimination Time Trials				
		Tidmarsh	Great Western	0:01:09.2
		Tom Milton	Mercer	0:01:02.8
		Ben Gotof	National	0:01:02.8
		Frank Jennings	Keeton	0:00:55.4
		Clarke	Tornado	0:00:55.8
		Kennedy	Edwards Special	0:00:56.6
		Kline	King	0:00:57.0
		Louis Disbrow	Case 41	0:00:54.0
		Bill Endicott	Maxwell	0:00:54.0
		Johnny Raimey	Case Comet	0:01:03.4
		Eddie Hearne	Case	0:00:53.2
		Browne	Chalmers	0:01:08.4

Implement Fairgrounds, Peoria, IL

15th June 1915

FP	#	Driver	Car	Time
1 hour race				
1		Art Kline	Klineart	58.5 miles
2		Louis Disbrow		57.5 miles

Iowa City, IA

17th June 1915

FP	#	Driver	Car	Time
10 miles - Light cars				
1		O.W.Miley	Duesenberg	0:12:09
2		Floyd Willard	Red Devil	
3		P.E.Shafer	Chevrolet	
25 miles - Free-for-all				
1		C.R.Parker	Buick	0:29:06
2		Al Striegel	Stafford	
3		P.E.Shafer	Chevrolet	

R	E.M.Lyons	Ford

Lyons crashed and went through the fence, injuring two spectators – Hiram Toms and Frank Pelnar. Pelnar later died from his injuries.

Other known entries:

Gus Monckmeier	Staver Six
George B.France	Ford Special
Ray McDowell	Regal
Sigfried Haugdahl	Mercer
C.F.Rader	Knox
Pete Peterson	Peterson Special
J.S.Wilson	Wilson Special

Rock Valley, IA

24th June 1915

FP	#	Driver	Car	Time
4 laps				
1		Detmar Roorda	Ford	
2		J.DeJong	Saxon	

Held on the Rock Valley baseball diamond.

Waverly, IA

23rd June 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1		E.M.Lyon	Ford	
2		P.E.Shafer	Chevrolet	
3		Sig Haugdahl	Mercer	

Uniontown Hillclimb, PA

24th June 1915 – 3 mile hillclimb

FP	#	Driver	Car	Time
Free-For-All				
1		Charles W. Johnson	Packard	0:03:27.4
2		I.P.Fetterman	Simplex	0:03:46.6
3		William Poffenberger	Marmon	0:03:47.8
6		Ralph De Palma	Mercedes Special	0:03:55.6
NS		Joe Dawson	Marmon Wasp	
200ci and under				
1		A.E.Waldron	Chalmers	0:03:50
2		M.A.Crocker	Saxon Six	0:04:04
3		A.D.Spencer	Buick	0:04:04.6
4			Maxwell	
5		Ralph De Palma	Hispano Suiza	
6			Morse Cyclecar	

Hamline, St.Paul, MN

26th June 1915

FP	#	Driver	Car	Time
100 miles				
1		Eddie Hearne		1:33:30
2		Lonsberry		
3		Al Jennings	National	
4		Tommy Milton		

5	Klein		
R	Benjamin Gotoff		threw tyre/accident
	Tony Mazzucco	Mazzucco Special	
	Bill Endicott		
	George Clarke		
	Louis Disbrow		

Mazzucco Special was a rebuilt Fiat.

Lafayette Hillcimb, IN

26th June 1915 (estimated) – 1600 ft

This hillclimb was held "shortly" after the Uniontown. A Saxon Six finished 2nd in a time of 20.2s.

Sacramento Fairgrounds, CA

27th June 1915

Clarence O.King was killed, and Leslie Pewitt, his mechanician (and brother-in-law) was badly injured when King's car overturned during a race. King was in second place and was trying to overtake the leader when he lost control and crashed into the fence.

San Jose Driving Park, CA

28th June 1915

FP	#	Driver	Car	Time
5 miles – Flying start				
R	17	Roy Taylor		accident

Taylor's car left the track and plunged into a water tank. Paul Brashear, Taylor's mechanician, received injuries that were expected to be faual.

Lafayette, IN

? July 1915

FP	#	Driver	Car	Time
5 miles				
1			Saxon	
2			Saxon	
			Cornelian	

Spirit Lake, IA

1st July 1915

Schedule:
10 miles – Stripped cars, free-for-all
5 miles – Stock cars, free-for-all
5 miles – Free-for-all Farmer's race, cars to be driven by owners
3 miles – Two cylinder Free-for-all

The races were postponed from the 23rd June due to rain. The races did take place, but the results aren't known.

Fort Worth Driving Park, TX

3rd July 1915

FP	#	Driver	Car	Time

1	Matthews	Texas	
2	Locklear	Hudson	

The auto race was one of a series of events run at a meeting of the Young Men's Business League. The race was stopped early after Matthews had a big lead.

Hamburg, IA

3rd July 1915

FP	#	Driver	Car	Time
1 mile - Ford race				
1		W.W.Brown	Ford	0:01:21
1 mile – Ford race, Final				
1		Don Rankin	Ford	0:01:23
2		W.W.Brown	Ford	
1 mile – Big Cars				
1		Earl McKissick		0:01:01.5
2		Ream		

Tacoma Speedway, WA

3rd July 1915 – 2 mile board oval

FP	#	Driver	Car	Time
0.5 miles				
		Barney Oldfield	Peugeot	0:00:16.36
1 miles				
		Barney Oldfield	Peugeot	0:00:31.36
2 miles				
		Barney Oldfield	Peugeot	0:01:10

E.H.Pendleton, authorised timekeeper for the AAA, announced that these were world automobile speedway records. These times were set during practice for the Montamarathon and Potlatch Trophy races.

Vincennes, IN

3rd July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
100 miles				
1		Harvey Goddard	Courtes Special	2:27:15
2		W.L.Hunt	Buick	
3		Al Crispen	Buick	
		7 starters		

Association Park, Janesville, WI

4th July 1915 – Dirt oval

FP	#	Driver	Car	Time
100 miles				
1		A.Parcolle	Buick	2:09:32.5
2		Fred Herman/Bob Beeton	Buick	
3	2	F.Bemus	Marion	
4	10	W.Sharpe	Jackson	
R		Fred H.Eddy	Oakland	pistons
NS		Arthur Bergstrom	Marion	practice accident

Bergstrom rolled, and he was taken to hospital unconscious. Beeton was Herman's mechanician, and took over when Herman suffered from excess dust.

Beaver Field, Granville, OH

4th July 1915

FP	#	Driver	Car	Time
1 mile				
1		Charles Belt		
2		General Thompson		

Part of July 4th celebrations.

Craig, UT

4th July 1915

An auto race was held as part of the 4th July celebrations, but the result is not known.

San José Racing Park, CA

4th July 1915

FP	#	Driver	Car	Time
1 mile				
1		Thomas		
25 miles				
Coates				

Held by the California Automobile Racing Club.

Athens Fairgrounds, OH

5th July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
10 miles				
1		Anderson	Buick	0:14:12.8
2		Will Cline	Monroe	
3		Donaldson	Ford	
		J.L.Ravenscroft	Maxwell	
2 miles				
1		Anderson	Buick	
50 miles				
1		Anderson	Buick	1:10:30
2		Donaldson	Ford	
3		Will Cline	Monroe	
		Scott Wilson	Maxwell	

Brighton Beach, NY

5th July 1915 – 1 mile oval

FP	#	Driver	Car	Time
100 miles				
1		Louis Disbrow	Simplex Zip	1:44:55
2		Lon Lonsbury	Kleinert	
3		Art Klein	Maxwell	
R		Frank Jennings	Keeton	25 miles/burst tyre/rolled

Jennnings' mechanician was John Cullen.

3 miles

1	Louis Disbrow	Simplex Zip
	There were 5 starters	

5 miles

Bill Endicott

1 mile – Exhibition

	R.Klein	Blitzen Benz	0:00:49.2

Carson, NV

5th July 1915 – 51.2 miles (6.4 miles x 8 laps)

FP	#	Driver	Car	Time
1	4	Henry Anderson	Mercer	1:16:30, 40.1 mph
2		C.W.Mack	Overland	1:16:33.5
3	2	Jack Andrews	Mercer	
R		Jack Clark	Clark Special	stripped high gear
NS		Bob Douglas	Ford Special	Engine would not star

Fastest Lap: Andrews, 8m11

Andrews' mechanician was Arthur Liggett.

Cedar Falls, IA

5th July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
15 miles – Free-for-all				
1		Friend	Ford	0:19:51
			Chalmers	
			Case	
R		Roy Canfield	Hoosier Special	28 laps/accident
R		Hedford	Haynes	23 laps/DSQ for fouling Canfield

Canfield's right front wheel collapsed when leading – he went through a fence and over a five foot embankment, without injury. He had lapped the entire field at the time of the accident.

5 miles – Touring Cars

1	Hedford	Haynes	0:08:07

Marion, IA

5th July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles - Known entrants:				
		Albert Striegel	Stafford	
		Clint Rader	Knox Six	
		Sig Haugdahl	Mercer	
		A.Thurman	National	
		C.R.Parker	Buick Special	
		J.Hart	Abbott	
		Floyd Willard	Ford Red Devil	
		Roy Metz	Hudson	
		Frank Koupal	Ford	

5 mile – Small cars. Known entrants:

Lester Cox	Buick
Roy Metz	Hudson
Sig Haugdahl	Mercer
Roy Latta	Grant Special
Floyd Willard	Ford
Frank Koupal	Ford

Sam Wilson	Buick	
Chrisman	Ford	

Promoted by Harry Brown and C.B.Rhoades. Races did happen, results unknown,

McKinney Track, Titusville, PA

5th July 1915

FP	#	Driver	Car	Time
5 miles – Light Cars				
1		Fred Craig	Ford	0:07:50
2		Louis Haffner	Ford	
R		Clyde Carhanan		engine
2 miles – Exhibition Race				
1		Earl Weaver	Buick	0:03:50
2		A.D.Spencer	Buick	
2 miles – Stock Cars				
1		A.D.Spencer	Buick	0:03:02
2		Salizman	White	
3		W.Forest	Mitchell	

10 miles – Free-for-all
Gainot announced that the magneto coil of his Oldsmobile had broken, but after half an hour of repair time it wasn't going anywhere and the race was called off.

3 miles				
1		Earl Weaver	Buick Wildcat	0:03:52
2		Bob Hunter	Buick Zip	
3		A.D.Spencer	Buick	

Run by the Oil City Racing Association.

Moundbuilders' Park, Newark, OH

5th July 1915

FP	#	Driver	Car	Time
10 miles – Free-for-all Ford Stock Cars				
1		Frank Payne	Ford	0:16:31
2		R.G.Swartz	Ford	
R		Alva Leak	Ford	7 laps/tyre blow-out
75 miles				
1	5	Earl Dorsey	Vernon Knox	1:56:16
2		C.R.King	Parry 60	2:08:59
3		Walter Teel	Blitzen Benz	
4		Ben Lawyell	Ford Blue Streak	
R		Watson/Charles Mowery	EMF	108 laps/lost wheel
R	9	Charles Mowery	Buick	lost wheel
R		Clell Sutton	Wayne Bear Cat	accident
NS		Sidney Martin	Marquette Buick	DNA

Mowery also owned the EMF, so took over from Watson when his Buick went out with a lost wheel.
Staged by the Central Ohio Racing Association.

New Smyrna Beach, FL

5th July 1915

FP	#	Driver	Car	Time
Auto race				
1		R.R.Vrooman	Studebaker	
2		T.L.Howell		short circuit

Howell had been leading until he suffered a short-circuit and stopped.

Saginaw, MI

5th July 1915

Ralph De Palma won all of the six auto races in which he competed here. The results of the races are not known.

Visalia, CA

5th July 1915 – 3.125 mile road course

FP	#	Driver	Car	Time
150 miles				
1		Roy Francis		
R		Woods		

Lima Driving Park, OH

5th-6th July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
5th July: 5 miles – Class B				
1		Herbert Rudy	EMF	0:06:45
2		Marsh Bowman	Saxon	
3		L.M.Cotterman	Paige Special	
5th July: 5 miles – Class C				
1		Herbert Rudy	EMF	0:06:39
2		R.E.Madden	Cino	
3		L.M.Cotterman	Paige Special	
5th July: 5 miles - Ford Stock Car Race				
1		W.A.Houser	Ford	0:08:54
		A.Bird	Ford	
R		Barney Risselman	Ford	
5th July: 1 mile – Qualifying for 10 mile race				
		Dale Armentrout	Lima Sunbeam	0:01:11
		Bill Slicer	Cole 6	0:01:14
		R.E.Madden	Cino	0:01:17
		Marsh Bowman	Saxon	0:01:19.8
		W.R.Purcell	Purcell Special	?

Drivers had to beat the time of 1m20 to qualify.

5th July: 10 miles				
1		Dale Armentrout	Lima Sunbeam	0:12:17
2		W.R.Purcell	Purcell Special	
3		Bill Slicer	Cole 6	
		R.E.Madden	Cino	
		Marsh Bowman	Saxon	
6th July: 5 miles – Class E				
1		Herbert Rudy	EMF	0:06:40
2		Marsh Bowman	Saxon	
6th July: 5 miles – Consolation Race				
1		Gaylord Cross	Paige Special	
2		Ray Huffer	Cino	
6th July: 3 miles – Exhibition				
R		Syd Martin	Buick	engine
6th July: 5 miles				
1		Marsh Bowman	Saxon	
			Ford	
			Ford	
			Ford	

6th July: 20 miles – Heat 1

1	W.R.Purcell	Purcell Cino Special	0:29:13
2	Gaylord Cross	Paige Special	
3	March Bowman	Saxon	
4	Bill Slicer	Cole 6	

6th July: 20 miles – Heat 2

1	Dale Armentrout	Lima Sunbeam	0:27:52, 19 miles
2	Herbert Rudy	EMF	
3	Ray Huffer	Cino	
R	William Doty	Chevrolet	accident

Doty overturned after both tyres on the right side of the car blew, pinning himself and mechanician Gaston Chevrolet underneath the car. The race was stopped following the accident – only 19 laps were completed.

Run under the auspices of the Lima Auto Racing Association.

Brighton Beach, NY

10th July 1915 – 1 mile oval

FP	# Driver	Car	Time
50 miles			
1	Arthur Klein	Maxwell	0:58:06.4
2	Lon Lonsbury	Kleinert	
R	Louis Disbrow	Simplex Zip	engine
	10 starters		
3 miles – Heat 2			
R	George Clark	Tornado	accident
5 miles			
1	Arthur Klein	Maxwell	0:05:09.4
2	Harvey Kennedy	Kennedy Special	
3	Lon Lonsbury	Kleinert	
1 mile – Exhibition			
	Arthur Klein	Blitzen Benz	0:00:52.4
3 miles – Open, Final			
1	Louis Disbrow	Simplex Zip	
2	Arthur Klein	Maxwell	
3	Harvey Kennedy	Kennedy Special	
4	Lon Lonsbury	Kleinert	

Readville, MA

10th July 1915 – 1 mile dirt oval

FP	# Driver	Car	Time
25 miles			
1	Le Cain		

Races had been due to be held on the 15th May, but were postponed to the 31st due to rain. The races were not held on the date, but were again scheduled for the 5th July, only to be postponed again due to rain. Five events were held.

Stamford Hillclimb, CT

10th July 1915 – 7/8 mile

FP	# Driver	Car	Time
1		Saxon	0:01:02.2
2		Stanley Steamer	0:01:04.1
3		Mercer	0:01:06.2
4		Buick	0:01:10.6
5		Saxon roadster	0:01:13.0
6		Ford	0:01:20.0

The hill was 15-18% grade.

Oakdale Park, Salina, KS

19th July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile - Time Trials				
1		Eddie Hearne	Case	0:01:08
2		Johnny Raimey	Briscoe	0:01:13
3		Tommy Milton	Mercer	0:01:17
4		Dave Koetzla	Briscoe	0:01:20
5		"Zip" Kizer	Case Tornado	0:01:25
		George Clark		No Time
		Lee Gunning	Scat	No Time - Engine failure
3 miles - Cars 450 ci and under				
1		Tommy Milton	Mercer	0:04:25.66
1 mile - Exhibition Run				
		Louis Disbrow	Jay-Eye-See Case	0:01:16.1
4 miles - Handicap Pursuit				
1		Johnny Raimey	Briscoe	0:06:31.6
2 miles - Exhibition Run				
		Louis Disbrow	Jay-Eye-See Case	0:02:55
1.5 miles- Novelty Wheel Change and Race				
1		Tommy Milton	Mercer	0:02:55

The tyre change itself took 24.2 seconds

5 miles - Free-for-All				
1		Eddie Hearne	Case	0:07:20
2		Tommy Milton	Mercer	0:07:21

Six cars started but only two finished

Iowa City Fairgrounds, IA

23rd July 1915

FP	#	Driver	Car	Time
1 mile – Chief's Race				
1		J.J.Clark		

The race was part of the Iowa State Firemen's Tournament – it was won by Chief Clark, but he didn't have any opponents!

Spirit Lake, IA

23rd July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
15 miles – stripped cars				
1		O.Donaldson	Donaldson Special	
2		L.A.Hemenway	Mountford Ford	
3		Fais	Buick	
R		H.Maas	Chalmers	17 laps/con-rod
		Fred Rogers	Spirit	
		Jack Arthur	Ford	
		Wiese	Ford	
		McCarty	Ford	

The Spirit suffered a flat tyre, and the remaining unplaced cars suffered engine troubles. A report in the Milford Mail suggests that Maas and his Chalmers was instead Flavius Donaldson in his U-29.

15 miles – Australian Pursuit

1	Hoobler	Buick
2	TerVeen	Dodge
3	Bailey	Ford

5 miles – Farmers Race

1	Hoobler	Buick
2	Bailey	Ford
3	TerVeen	Dodge

2 cylinder race

1	L.C.Jenson
2	John Gatteman
3	Jas Ehret

Races were postponed from the 17th July.

Long Branch, NJ

24th July 1915

FP	#	Driver	Car	Time
5 laps				
1			1903 Franklin	
2			1906 Oldsmobile	

The race between the two old cars was won by a lap and a half by the Franklin, which had 300,000 miles on the clock. The race was part of the annual outing for employees of the H.H.Franklin Company and their families.

Olympic Park, NJ

24th July 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
50 miles				
1		Art Klein	Maxwell	
2		Bill Endicott	Maxwell	
3		Lon Lonsbury	Kleinart	
3 miles				
1		Bill Endicott	Maxwell	
½ mile – Time Trial				
		Art Klein	Maxwell	0:00:34.8
3 miles – Free-for-all				
1		Harvey Kennedy	Maxwell	
		Art Klein	Maxwell	
		Al Burland	Warren Detroit	

William Brown's car caught fire in a three mile race – he managed to shut off the power and jump out, suffering only minor burns. Ben Gotoff suffered a broken collarbone when his car overturned on the back stretch. Klein covered the mile in 1m09 during the meeting.

Mansfield Fairgrounds, OH

25th July 1915

FP	#	Driver	Car	Time
75 miles				
1		P.Dorsey	Knox County Special	75 miles
R		Tod Wilson	EMF	
R		William King	Blitzen Benz	62 laps/tyre

R	?	
R	Buick	7 laps
R		2 laps

6 cars started, 1 finished! Staged by the Central Ohio Racing Association.

Cleveland, OH

1st August 1915 – dirt oval

Record Attempts

Barney Oldfield	Christie	1 mile	0:00:46.25
Barney Oldfield	Christie	3 miles	0:02:25.4
Barney Oldfield	Christie	4 miles	0:03:13.6
Barney Oldfield	Christie	5 miles	0:04:03.2

Oldfield had to quite after six miles due to a broken crankshaft.

Worcester, MA

7th August 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1		Art Klein		0:33:59

This was reported as being a record for the distance on a half mile track, breaking the time of 38m25s set by Bob Burman at Rock Island "a week ago". No other details of the event at Rock Island have been found.

Flemington Speedway, NJ

13th August 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Invitation Race				
1		Ira Vail	Mulford Special	0:06:18
2		Joe Lambert	Stutz	
3		Archie Frazer		
5 miles – Cars 360ci and under				
1		Ira Vail	Mulford Special	0:06:39.5
5 miles – Free-for-all				
1		Joe Theobold	Mercedes	0:06:15.5
2		Ira Vail	Mulford Special	
3		Joe Lambert	Stutz	
		Alvin Duryea		
		Joseph Yost		
5 miles - Handicap				
1		Joe Lambert	Stutz	0:06:19
2		Ira Vail	Mulford Special	
3		Jackson		
Australian Pursuit				
1		Ira Vail	Mulford Special	
		Jackson		
		Joe Theobold	Mercedes	
R		Joseph Lambert	Stutz	accident

Lambert was painfully bruised and his mechanician, Ames Miller, was seriously injured when they went through the fence on the final lap.

Spirit Lake, IA

13th August 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
100 miles				
1		Orville Donaldson	Donaldson Special	
2		Flavius Donaldson	Flavis	
R		Reuben Donaldson	Emden	fatal accident
R		Otto Flume	Ford	accident

Flume was crowded off the track on the seventh lap and went over the embankment – Flume escaped with slight bruises. During the race, one of the judges waved a red flag ordering R.Donaldson off the track. Donaldson didn't respond, and in going around a sharp corner something happened to the car in front of him and he had to choose between hitting it or going into a ditch. He went into the ditch, overturned and was killed in the accident. His mechanician, Charles Wilcox, died later from his injuries.

Janesville Fairgrounds, WI

14th August 1915 – 1 mile oval

FP	#	Driver	Car	Time
25 miles				
1		A.J.Parcelle	Buick	
2		D.F.Nicolazzo		
R		Wonderlich		12 laps/con-rod
R		Edward Grey	Buick Bullet	0 laps/overturned

There were seven starters. The race was started with a flying start, but were called back twice because the cars behind went across the starting line ahead of the first four cars. Parcelle's mechanician was Harry Williams.

10 miles				
1		D.F.Nicolazzo	Chevrolet	
2		Fred H.Eddy		

There were three starters.

The races were held on the final day of the five day Janesville Fair.

Grays Harbor County Fairgrounds, Elma, WA

15th August 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Herbert Munter		0:05:11.5
2		Jim Parsons		
1 mile - Record Attempt				
		Jim Parsons		0:01:14.75
3 miles				
		Jim Parsons		0:03:41

Moberly Fairgrounds, MO

22nd August 1915

A 50 mile race was originally announced for the 15th August at Quincy Baldwin Park, but instead took place on the 22nd. Races took place, some cars rolled, but the races were quite slow – the results aren't known.

Wapakoneta Fairgrounds, OH

26th August 1915

FP	#	Driver	Car	Time

Race		
1	Dale Armentrout	Lima Sunbeam
2	Douglas Gray	Stutz

Held at the Auglaize County Fairgrounds. Another race was to be staged on the 27th between Armentrout and Gray. The race on the 26th was part of the Allen County Day celebrations.

Winnebago County Fair, Rockford, IL

27th August 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Jack Sharp	Jackson	0:07:17.5
2		Fred Eddy	Oakland	

Olean Fairgrounds, NY

31st August 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile				
		Barney Oldfield	Christie FWD	0:01:11

Oldfield raced the Christie and a Fiat, while De Lloyd Thompson performed aero stunts.

Sutherland, IA

1st September 1915

FP	#	Driver	Car	Time
15 miles				
1		O.W.Donaldson	Donaldson Special	

Part of the Sutherland Fair. Donaldson's mechanician was Ross Doolittle.

Marshall Fairgrounds, MI

3rd September 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1	9	Byrne Hull	Cornelian	0:16:04.75
2	14	Dutch Klein	Cornelian	
3	3	E.F.McGurrin	Cornelian	
4	4	Larren Valdez	Buick	
0.5 miles – Track Record Attempt				
	14	Dutch Klein	Cornelian	0:00:42
25 miles				
1	9	Byrne Hull	Cornelian	0:16:01
2	4	Larren Valdez	Buick	
3	14	Dutch Klein	Cornelian	
4	3	E.F.McGurrin	Cornelian	
25 miles				
1	4	Larren Valdez	Buick	0:15:04.75
2	9	Byrne Hull	Cornelian	
3	14	Dutch Klein	Cornelian	
4	3	E.F.McGurrin	Cornelian	

25 miles – Australian Pursuit

1	14	Dutch Klein	Cornelian	
2	9	Byrne Hull	Cornelian	16 laps/engine
3	3	E.F.McGurrin	Cornelian	4 laps/overtaken
4	4	Larren Valdez	Buick	0 laps/overtaken

Part of the 67th Annual Calhoun County Fair. Races put on by the Crell Amusement Company.

Overland Park, CO

5th-6th September 1915

FP	#	Driver	Car	Time
25 miles				
1		George Clarke		

Run under the auspices of the Colorado Electric Club. Governor Carlson announced before the meet that any attempt to conduct betting at the event would be met with opposition, backed up by the police if necessary!

Amusement Park, Elyria, OH

6th September 1915

FP	#	Driver	Car	Time
Heat 5 – 5 miles				
1	2	Carl Rudolph		0:06:50.0

Belle Vernon, PA

6th September 1915

FP	#	Driver	Car	Time
1 mile – Time Trials				
		G.B.Gardner	Beaver Bullett	0:01:14
		C.W.Johnson	Packard Greyhound	0:01:14
		Hughroe	Yellow Kid Buick	0:01:15
		A.D.Spencer	Wildcat Buick	0:01:15
		Guy Woodward	Junebug Ford	0:01:15
		Fetterman	Simplex	0:01:17
		Beam	Thomas Special	0:01:18
		Fife	Maxwell	0:01:26.8
3 miles – 231-450 ci				
1		Hughroe	Yellow Kid Buick	0:03:55.8
2		A.D.Spencer	Wildcat Buick	
3 miles – 450ci and under				
1		Guy Woodward	Junebug Ford	0:03:50.4
2		Hughroe	Yellow Kid Buick	
3		A.D.Spencer	Wildcat Buick	
2.5 miles – Exhibition				
		C.W.Johnson	Packard Greyhound	0:03:01
3 miles – Free-for-all				
1		Fetterman	Simplex	0:03:53
R		A.D.Spencer	Wildcat Buick	accident
5 miles – Free-for-all Handicap				
1		Monohan	Packard Greyhound	0:06:22.2
20 miles – Free-for-all				
1		C.W.Johnson	Packard Greyhound	0:28:36.8
5 miles – Free-for-all				
1		Fetterman	Simplex	0:10:15

Bennings, DC

6th September 1915 – 1 mile dirt oval

FP	#	Driver	Car	Time
Event 1				
1	2		Chevrolet	
2	15	Frank Stewart	Reo	
3	12	W.L.Frazier	Ford	
Event 2				
1	16	Milo Burbage	Mercer	
2	6	Raphael Semmes	Semmes Special	
3	2		Chevrolet	
Event 3				
1	14	I.C.Barber	Eye-See-Bee	
2	7	Harry Meyers	Marquette Buick	
3	2		Chevrolet	
Event 4				
1	14	I.C.Barber	Eye-See-Bee	
2	7	Harry Meyers	Marquette Buick	
3	10		Cole 8	
Event 5				
1	14	I.C.Barber	Eye-See-Bee	
2	13	Don Moore	Matheson	
Event 6				
1		Frank Olmstead	Oldsmobile	
Event 7				
1	2		Chevrolet	

Other known entrants:

	C.M.Lanahan	Mercer
2	Henderson-Rowe Auto Co	Chevrolet
10	Henderson-Rowe Auto Co	Cole 8
	John Oden	Simplex
	John Oden	Mercedes
	J.F.Dekowski	Stoddard-Dayton
	Smith Motor Sales Co	Argo
	Smith Motor Sales Co	Argo
	R.M.Clendenning	Oakland
	H.G.Albert	Oldsmobile
	Cartercar Sales Co	Metz
	National Motorist Assn	Trumbull
	Ferdinand Dap	National
	Read Beard	Delauney-Bellville
	W.Abell	Pennsylvania
	F.L.Fealy	Renault
	F.D.Hazleton	Ford
	Edward Voigt	Warren

Brigham City, UT

6th September 1915

FP	#	Driver	Car	Time
1 mile				
1		W.E.Hadley		
2		Scott Nelson		

Kokomo, IN

6th September 1915

FP	#	Driver	Car	Time

15 miles

1	Douglass	EMF	0:23:41

5 miles

1	Douglass	EMF

Van Wert County Fairgrounds, OH

7th September 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Stock Cars, County Automobiles				
1		A.L.Bowen		0:09:00
2		W.G.Campbell		
Elimination Race – Open				
1		Douglas Gray		
2		Dale M.Armentrout		
3		D.W.Hughes		
25 miles				
1		Dale Armentrout		
2		Douglas Gray		
3		D.W.Hughes		
R		Marsh Brown	Saxon	broke wheel/accident

Armentrout set a time of 1m06 for one mile in the final two laps of the race. The meet was held by the Van Wert Agricultural Society.

Lincoln Fairgrounds, NE

9th September 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Barney Oldfield		0:05:44

Hampton Beach, NH

9th September 1915

FP	#	Driver	Car	Time
1		Bokes Leary		
2		Oscar Wadleigh		

Part of the Hampton Beach Carnival.

Tuscola Fairgrounds, IL

9th-10th September 1915– ½ mile dirt oval

FP	#	Driver	Car	Time
9th September: Amateur race				
1		Simpson		
10th September: 20 miles – Free-for-all				
1		Claude Hill	National	
2		Joe Dawson	Buick	
3		Pete Clements	Ford	
R		Simpson		engine
		5 entries		

Part of the Camargo Fair.

Nebraska State Fairgrounds, Lincoln, NE

10th-11th September 1915– ½ mile dirt oval

FP	#	Driver	Car	Time
10th September: 1 mile – Elimination Trials				
1		Bill Endicott	Scat	0:01:09
2		Louis Disbrow	Briscoe	0:01:10
=		Howard Kizer	Scat	0:01:10
4		Johnny Raimey	Case Comet	0:01:11
5		Fred Horey	Fiat	0:01:15

Horey broke a piston in the event.

10th September: 3 miles				
1		Johnny Raimey	Case Comet	0:03:52
		Bill Endicott	Scat	
		George Hoffman		
10th September: 1 mile – Exhibition				
		Louis Disbrow	Jay-Eye-See	0:01:10.8
		Louis Disbrow	Jay-Eye-See	0:01:09
10th September: 5 miles - Australian Pursuit				
1		Bill Endicott	Scat	0:06:15.8
2		Fred Horey	Fiat	
3		George Hoffman		
4		Juddy Kilpatrick		
10th September: 3 miles – Free-for-all, flying start, Heat 1				
1		Bill Endicott	Scat	0:03:40
2		Louis Disbrow	Briscoe	
3		Fred Horey	Fiat	
10th September: 3 miles – Free-for-all, flying start, Heat 2				
1		Johnny Raimey	Case Comet	0:03:38.5
2		Juddy Kilpatrick		
3		George Hoffman		
10th September: 2 miles – Free-for-all, flying start, Final				
1		Bill Endicott	Scat	0:03:26.8
2		Juddy Kilpatrick		
3		Louis Disbrow	Briscoe	
4		Johnny Raimey	Case Comet	
10th September: 5 miles – Free-for-all				
1		Louis Disbrow	Briscoe	0:06:00
2		Johnny Raimey	Case Comet	
3		Bill Endicott	Scat	
4		Juddy Kilpatrick		
5		Fred Horey	Fiat	

Starter and manager of the races was J.Alex Sloan.

11th September: 3 miles – Match Race				
1		George Hoffman	Case Bullet	0:04:13
2		Lee Gunning	Scat	
11th September: 1 mile – Exhibition				
1		Bill Endicott	Case Comet	0:01:09
11th September: 2 miles – Exhibition				
1		Juddy Kilpatrick	Ajax	0:02:23
11th September: 5 miles - Handicap Pursuit				
1		Bill Endicott	Case Comet	0:06:26.6
2		George Hoffman	Case Bullet	
3		Lee Gunning	Scat	
4		Fred Horey	Fiat	
11th September: 25 miles – Nebraska Sweepstakes				
1		Bill Endicott	Case Comet	
2		George Hoffman	Case Bullet	
3		Johnny Raimey	Briscoe	

4	Lee Gunning	Scat	
R	Juddy Kilpatrick	Ajax	engine
NS	Fred Horey	Fiat	

Lima Driving Park, OH

11th September 1915

FP	#	Driver	Car	Time
8 miles – Free-for-all, Heat 1				
1		Douglas Gray	Stutz	
2		Bill Slicer	Cole Six	
8 miles – Free-for-all, Heat 2				
1		Bill Doty	Chevrolet	
2		Lambert	Maxwell	
3		Bert Jack	Thomas Flyer	
2 miles – Free-for-all, Final				
1		Douglas Gray	Stutz	0:12:44
2		Rudy	Cino Special	
3		Bill Doty	Chevrolet	

Time for Gray is for the 10 miles completed over the entire free-for-all event.

10 miles – Ford Stock Cars				
1		H.E.Meyers	Ford	0:15:41.5
2		Barney Reiselman	Ford	
10 miles – Championship Race				
1		Dale Armentrout	Lima Sunbeam	0:11:39.5, 52 mph
2		Syd Martin		
25 miles – Free-for-all, Heat 1 (10 miles)				
1		Dale Armentrout	Lima Sunbeam	
2		Douglas Gray	Stutz	
25 miles – Free-for-all, Heat 2 (10 miles)				
1		Bill Doty	Chevrolet	
2		Rudy	Cino Special	
25 miles – Free-for-all, Final Heat (5 miles)				
1		Bill Doty	Chevrolet	
R		Douglas Gray	Stutz	accident
R		Dale Armentrout	Lima Sunbeam	accident
NS		Rudy	Cino Special	valve

Armentrout attempted to overtake Gray, and both lost control, hitting the fence. Doty missed the wreckage, returned to the pits, put on a new tyre and finished the remaining 6 laps, despite protests from the authorities who feared for the safety of some of the people who were clustered around the track. Doty took the chequered flag and claimed the purse, but the management declared the race off and refused to pay….

Spokane, WA

13th September 1915

R.L.Williams, mechanician for Oral Palmer, was badly injured when Palmer's car went through a fence during a race – it was thought that his injuries would be fatal. This was one of two accidents during the races held in conjunction with the Interstate Fair.

Kansas State Fairgrounds, Hutchinson, KS

17th-18th September 1915– ½ mile dirt oval

FP	#	Driver	Car	Time

There were so many people that starter "Foghorn" Clancy had to go around the track with his megaphone and threaten to stop the races being held before the program could begin.

17th September: 1 mile – Time Trial

1	8	Eddie Hearne	Case	0:01:08.4
2	2	Heinie Ulbricht	Case "Gray Streak"	0:01:09.8
=	9	Johnny Raimey	Case Comet	0:01:09.8
4		Louis Disbrow	Case "Jay-Eye-See"	0:01:10.6
5	4	Tommy Milton	Mercer	0:01:15.6
6	7	H.Doward	SCAT	0:01:17.5

17th September: 3 miles – For cars 450 ci and under

1	8	Eddie Hearne	Case	
2	2	Heinie Ulbricht	Case "Gray Streak"	
3	4	Tommy Milton	Mercer	

17th September: 5 miles – Australian Pursuit

1	7	H.Doward	SCAT	
2	4	Tommy Milton	Mercer	
3	9	Johnny Raimey	Case Comet	blown tyre

17th September: 1.5 miles – Tyre and wheel change race

1	8	Eddie Hearne	Case	0:02:36.2
2		Louis Disbrow	Case "Jay-Eye-See"	

Hearne's crew changed his wheel in 15.2s, Disbrow's in 20s.

17th September: 2 miles – Exhibition Run

	2	Louis Disbrow	Case "Gray Streak"	0:02:20.8

17th September: 5 miles – Free-for-all

1	2	Louis Disbrow	Case "Gray Streak"	0:06:19.0
2	9	Johnny Raimey	Case Comet	
3	8	Eddie Hearne	Case	
4	4	Tommy Milton	Mercer	

17th September: 2 miles – Consolation Handicap

1	4	Tommy Milton	Mercer
2	8	Eddie Hearne	Case
3	7	Joe Cleary	SCAT
4	9	Johnny Raimey	Case Comet
5	2	Heinie Ulbricht	Case "Gray Streak"

18th September: 1 mile – Time Trials

1	9	Johnny Raimey	Case Comet	0:01:07.4
2	8	Eddie Hearne	Case	0:01:08.6
3	2	Louis Disbrow	Case "Gray Streak"	0:01:10.4

18th September: 2 miles – Match Race for cars of 231-300 ci

1	4	Tommy Milton	Mercer	0:02:33.2
2		Johnny Raimey	SCAT	

18th September: 1 mile – Exhibition Run

		Louis Disbrow	Case Jay-Eye-See	0:01:10.4

18th September: 3 miles – For cars 301-450 ci

1	8	Eddie Hearne	Case	0:03:48.2
2	9	Johny Raimey	Case Comet	
3	7	Joe Cleary	SCAT	
4	4	Tommy Milton	Mercer	

18th September: 2 miles – Exhibition Run

	2	Louis Disbrow	Case "Gray Streak"	0:02:19.4

18th September: 1.5 miles – Tyre and wheel change race

1	8	Eddie Hearne	Case	0:02:42.0
2	2	Louis Disbrow	Case "Gray Streak"	

Hearne's crew changed the wheel in 15.0s, Disbrow's in 14.0s.

18th September: 5 miles – Australian Pursuit

1	9	Johnny Raimey	Case Comet	0:06:01.6
2	7	Joe Cleary	SCAT	
3	4	Tommy Milton	Mercer	

18th September: 3 miles – Free-for-all

1	2	Louis Disbrow	Case "Gray Streak"	0:03:44.4
2	8	Eddie Hearne	Case	
3	9	Johnny Raimey	Case Comet	
4	7	Joe Cleary	SCAT	

5	4	Tommy Milton	Mercer

The race meeting was sanctioned by IMCA.

Narragansett Park, Providence, RI

18th September 1915 – 1 mile paved oval

FP	#	Driver	Car	Time
25 miles – Free-for-all				
1		Bob Burman	Peugeot	0:21:29.96
2		Ralph De Palma	Stutz	0:21:31
3		Willie Haupt	Duesenberg	
4		Walter Jones	Peugeot	
		8 starters		

Salem, SD

18th September 1915

FP	#	Driver	Car	Time
1		Orville Donaldson	Donaldson Special	

Donaldson's mechanician was Harold Kendall.

Price, UT

22nd-23rd September 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
22nd September: 5 miles				
1		Lee Whitmore	Ford	
2		Dr Hardman	Ford	
23rd September: 5 miles				
1		Lee Whitmore	Ford	
2		Nick Bernardt	Ford	

Part of the Carbon-Emery Fair.

Cedar Falls, IA

24th September 1915

FP	#	Driver	Car	Time
15 miles – Free-for-all				
1		Jay Frank	Saxon Six	
3		Hummel	Saxon Four	
			Ford	
R		Roy Canfield	Cadillac	20 laps/accident
R		Snyder	Erbe Special	accident
R		James	Buick	12 laps/lost tyre/accident

Canfield was killed when his car went over a 15 foot embankment after a tyre blow-out and overturned. He had been trying to overtake a Ford and a light Saxon when his right front tyre became detached.

Kansas State Fairgrounds, Hutchinson, KS

24th September 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				

1	Isaac John Kilpatrick	Briscoe	0:01:09.2
2	Fred Horey	Fiat	0:01:09.4
3	Bill Endicott	Case Comet	0:01:10.2
4	Lee Gunning	SCAT	0:01:15.0
5	Irwin Hoffman	Bullet	0:01:15.2

3 miles – Heat 1

1	Lee Gunning	SCAT	0:03:56.4
2	Irwin Hoffman	Bullet	
3	Bill Endicott	Case Comet	

1 mile – Time Trial

1	Johnny Raimey	Briscoe	0:01:06.8
2	Isaac John Kilpatrick	Briscoe	0:01:07.6

5 miles – Australian Pursuit

1	Lee Gunning	SCAT	0:06:22.8

1.5 miles – Tyre and wheel change race

1	Johnny Raimey	Briscoe	0:02:27.0

3 miles – Heat 2

1	Johnny Raimey	Briscoe	0:03:43.2
2	Irwin Hoffman	Bullet	
R	Bill Endicott	Case Comet	5 laps

5 miles – Free-for-all

1	Bill Endicott	Case Comet	0:06:05.8
2	Isaac John Kilpatrick	Briscoe	
3	Fred Horey	Fiat	
?			
R	Johnny Raimey	Briscoe	5 laps/flat tyre

Sanction by IMCA. Races were scheduled for the 25th, but were cancelled due to rain.

Athens Fairgrounds, OH

25th September 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
50 miles				
1		Ben Bean	Maxwell	
2		Donaldson	Ford	
3		Melvin Grubb	Overland	
R		Scott Wilson	Buick	4 laps/accident damage
25 miles				
1			Matthewson	0:38:27
2		Donaldson	Ford	0:38:28
3		Melvin Grubb	Overland	0:39:08
R			Turner Special	28 laps/crankcase
R		Scott Wilson	Buick	20 laps/fuel problems
R		Ben Bean	Maxwell	8 laps/radiator

Utah State Fairgrounds, Salt Lake, UT

27th-29th September 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
27th September: 5 miles – Record Attempt				
		Eddie Hearne	Case	0:05:39
27th September: 1 mile – Exibition				
		Louis Disbrow	Jay-Eye-See	0:01:12.6
27th September: 5 miles				
1		Louis Disbrow	Briscoe	0:06:05
27th September: Australian Pursuit				
1		LeCocq	Ohio	
		Four cars entered.		

27th September: 25 miles

1	Eddie Hearne	Case	0:31:19
2	Louis Disbrow	Briscoe	
3	Biouchi	Marmon	

28th September: 0.5 miles – Record Attempt

	Eddie Hearne	Case	0:00:33

28th September: 5 miles – Handicap

1	Striegel	Stafford

28th September: 3 miles – Heat 1

1	Biouchi	Marmon

28th September: 25 laps

1	Louis Disbrow	Briscoe

29th September: 75 laps

1	Louis Disbrow

29th September: 2 miles

1	Louis Disbrow
2	Eddie Hearne

Fresno Fairgrounds, CA

2nd October 1915 - California Raisin Classic Auto Race: 150 miles

FP	#	Driver	Car	Time
1	2	James Parsons	Stutz	2:31:02.4
2	5	Eddie S.Waterman	Overland Special	2:34:17
3	8	Frank Good	Stutz	2:40:37
4		W.A.Boldon	Gandy Special	2:47:10
R	7	Dave Lewis	Mercer	143 laps/burnt bearing
R	3	George Hill	Mercer	
R		Roy Francis	Stevens-Duryea	63 laps/radiator
R	9	Clyde Rhodes	Studebaker	58 laps/accident/steering knuckle
R	6	Frank Elliott	Gordon Special	54 laps/steering knuckle
R	10	Dan E.Francis	Stevens-Duryea Special	18 laps/fatal accident

Francis overturned, and he died from his injuries several hours later. His mechanician Frank Tuttle was also killed.

Arden Track, Washington, PA

6th October 1915

FP	#	Driver	Car	Time
10 miles – Up to 280 ci				
1		A.E.Waldon	Chalmers 6-40	0:12:33.25
10 miles – 280-300 ci				
1		A.E.Waldon	Chalmers 6-40	0:12:51.25
10 miles – 450ci and under				
1		Harry L.Robinson	Haynes "Black Hawk"	
2		W.E.Lowstuter	Haynes	
3		A.E.Waldon	Chalmers 6-40	
25 miles – Free-for-all				
1		A.E.Waldon	Chalmers	0:32:30.25
3		Guy Woodward	Ford	

Other Entries:

George Gardner	Beaver Bullet
I.P.Fetterman	Simplex
Tom Rose	Mercedes
Mike Hudock	Buick

Run by the Washington Racing Association. Walden set the fastest mile of the day during the qualifying trials of 1m09.6. During practice on the 30th September, Guy Woodward crashed through the fence in his Ford. He escaped without injury, although his car was damaged.

Temple, TX

8th-9th October 1915

FP	#	Driver	Car	Time
8th October: 4 miles – Class E, under 230 ci				
1	5	W.Tennill		0:05:24.6
2	7	A.Harris		
3	1	Jack Sterling		
8th October: 7 miles – Free-for-all				
1	3	W.Tennill		0:08:52.4
2	10	Ted O'Neill		
3	19	Fred Melaun		
8th October: 1 mile – Time Trials, Class D, Flying start				
1		Fred Melaun		0:01:11.8
8th October: 3 miles – Class D, elimination (six first cars to be entries in 16 mile race at Sat pm)				
1	12	Will Melaun		
2	5	W.Tennill		
3	19	Fred Melaun		
4	10	Ted O'Neill		
5	7	A.Harris		
6	2	Clyde Beard		
9th October: 5 miles – Class D, Free-for-all				
1		Fred Melaun		0:06:11.5
2		Bill Melaun		
3		Ted O'Neill		
9th October: 4 miles – Class E, 230 ci and under				
1		W.Tennill		0:05:16
2		A.Harris		
3		Sopey Sapp		
9th October: 2 miles – Class E, for non-winners				
1		Charley Johnson		0:02:48
2		Bill Melaun		
3		Sopey Sapp		
9th October: 16 miles – Class D				
1		Fred Melaun		0:20:33
2		Ted O'Neill		
3		W.Tennill		

Part of the Bell County Fair.

Mattoon, IL

9th October 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
100 miles				
1		Harvey Goddart	Courter Special	2:11:30
		20 cars entered		

A faster time would have been made but for a red cow which strayed onto the track, forcing the drivers to slow down until the starter and judges shooed her away.

Columbus Driving Park, OH

10th October 1915 – 1 mile dirt oval

FP	#	Driver	Car	Time
100 miles – Ohio Amateur Championships				
1		Dr Harry McCord	Cino	1:42:12
2		Harry McNay		1:42:21
3		Charles Mowry		1:42:51
4		W.G.Lake		1:50:44
R		Hughes	Cino	48 miles
R		Herbert Rudy	Cino	
R		Dale Armentrout	Sunbeam	
R		William Slicer	Cole	
NS		Douglas Gray		fatal practice accident

There were 14 starters

Gray was practicing when a rear tyre blew, sending the car into a series of three rolls. Gray was thrown out and killed instantly. His passenger, Clarence Robinson, was also killed.

Bismarck, ND

12th October 1915

FP	#	Driver	Car	Time
19.4 miles - Cars under 250 ci				
1		Harry Forsythe	Buick 6	0:26:45
2		B.B.Bauman	Ford	0:33:00
3		Albert Hill	Ford	0:38:30
4		A.B.Currier	Studebaker	finished on three tyres
R		Jeff J.White	Oakland	bearings

Course went over five railroad crossings, starting on Main Street and finishing on the Fort Road.

0.6 miles - Hillclimb – Faulkner's Hill				
1		W.H.Workman	Cadillac 8	0:00:59
2		Harry Forsythe	Buick 6	0:01:10
3		George Bowers	Chevrolet 4-90	0:01:15
4		J.T.Opdyke	Maxwell	0:01:22

The hill was around 35% grade.

A race and hillclimb were also to take place on the 16th October, but were not run due to bad weather. The races were part of the North Dakota Agricultural Exposition on Traveling Men's and Elk's Day.

Speedway Park, KS

13th October 1915 - Wichita

FP	#	Driver	Car	Time
50 miles (33.3 laps x 1.5 miles) – K.O.M. Classic				
1		William Cunningham	Yellow Kid Ford	0:13:00, 53 mph
2		Roy Gullett	Wampum Cat Ford	0:13:23
3		Ernie Crum	Buick	0:13:29
4		Max Wilson	Wilson Special	0:14:35
5		L.O.Gribble	National	6 laps/DNF

Race was reduced to 10.5 miles (7 laps) due to the roughness of the track. 8 cars entered, only the 5 cars mentioned started.

100.5 miles (67 laps x 1.5 miles) – Sunflower Derby				
1		Lee Gunning	Stutz "Scat"	0:24:35, 46 mph
2		Eddie Hearne	Case	0:25:26
3		Bill Endicott	Case "Comet"	0:25:26.5
4		Johnny Raimey	Briscoe	0:25:50.5
5		Louis Disbrow	Briscoe	10 laps
6		John Kilpatrick	Briscoe	10 laps
7		"Germany" Kiser	Tornado	10 laps
8		"Dutch" Striegel	Stafford	10 laps
9		Tommy Milton	Mercer	10 laps

10	Fred Hoffman	Maxwell	10 laps
11	Louis LeCocq		4 laps/engine
12	George Clark		3 laps/engine

Race was reduced to 15 miles (10 laps) due to the roughness of the track and persistant light rain.

Vincennes Fairgrounds, IN

16th October 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
100 miles				
1		H.L.Lewis	Ford Special	2:16:33
2		G.S.Patterson	Saxon Special	
3		H.P.Workman	Stutz	

There were nine entries

Centlivre Park, Fort Wayne, IN

16th-17th October 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
16th October: 1 mile				
		Billy Tidmarsh	Maxwell	0:01:08
16th October: 3 miles				
1		W.H.Brown	Chevrolet	0:03:42
2		Al Siebold	Ford	
16th October: 3 miles				
1		Billy Tidmarsh	Maxwell	0:03:45

A stone was thrown up which punctured Tidmarsh's fuel tank – his mechanic kept pumping the fuel for the rest of the race.

16th October: 3 miles				
1		Bill Yackey	Packard	0:03:45
16th October: 5 miles – Free-for-all				
1		Billy Tidmarsh	Maxwell	
16th October: 10 miles				
1		Al Siebold	Ford	
17th October				
1		William Yackey	Packard	
17th October				
1		Joe J.Marchio	Stutz	
17th October				
1		William Brown	Chevrolet	
17th October				
1		Joe J.Marchio	Stutz	
17th October				
1		Billy Tidmarsh	Maxwell	
17th October: 1 mile – Time Trial				
		Billy Tidmarsh	Maxwell	0:01:07.4
17th October				
1		William Brown	Chevrolet	

Mason City Fairgrounds, IA

20th October 1915

FP	#	Driver	Car	Time
15 miles – Free-for-all				
1		C.R.Parker	Buick	0:19:25
2		Bert Schafer		
3		E.M.Lyons	Buick 6	
		Walter L.Strait	Case	
		A.L.Janes	Mercer	
		J.B.Frank	Saxon 6	
		E.S.Erbes	Peugeot	
		I.M.Walters	Grey Fox	
		Hardy Friend	Ford	
		Elmer Dietz	Chalmers	
		Sig Haugdahl	Mercer	
		Roy Donaldson	Stutz	
		Floyd Willard	Ford	
		Gus Monckmeier	Staver 6	
		F.Hardy	Duesenberg	
		Albert Striegel	Stafford	
		H.L.Jane	Saxon	
		Ed Lauer	Chevrolet	
1 mile – Time Trial				
1		I.M.Walters	Grey Fox	0:01:08

Cedar Falls, IA

27th October 1915 – ½ mile dirt oval

FP	#	Driver	Car	Time
15 miles				
1		P.S.Jones	National	0:18:42.5
2		P.E.Schafer	Chevrolet	
3		Charles Norcross	Burman Special	
4		Willard	Ford	
R		I.M.Walters	Grey Fox	engine
R		C.R.Parker	Duesenberg	accident
R		Gus Monckmeier	Staver 6	engine
		There were 11 starters.		
10 miles				
1		P.E.Schafer	Chevrolet	0:13:30.25
2		E.M.Lyons	Buick 6	
3		Willard	Ford	
4		Lawson	Chalmers	
		No other entrants		
1 mile – Time Trial				
		P.E.Schafer	Chevrolet	0:01:11.25
		Gus Monckmeier	Staver 6	0:01:12.4
		E.M.Lyons	Buick 6	0:01:13.25
		I.M.Walters	Grey Fox	0:01:13.25
		Jordan	National	0:01:14.0
		Charles Norcross	Burman Special	0:01:14.25

Part of the Cedar Valley District Fair.

Williamsburg, IA

30th October 1915 (estimated)

FP	#	Driver	Car	Time
10 miles				
1		Shafer	Chevrolet	0:11:40
2		Jordan	National	
3		Lyons	Duesenberg	
5 miles				
1		Peterson	Grey Fox	0:06:13
2		Jordan	National	

3	Shafer	Chevrolet

The meet was reported on the 1st November as having happened in the "last week".

Amusement Park, Elyria, OH

31st October 1915

FP	# Driver	Car	Time
10 miles – Lorain County Auto Championship, for the Erne Murbach Trophy			
1	Kehnert		
	Weiss	Ford	
		Cleveland	
		Cleveland	
R	George Andress		rear axle
R	Ben Gregory		accident

Gregory crashed through the fence on the home stretch on the first lap, breaking his leg in two places. Kehnert was reported as having won most of the races held this day.

Chattanooga Fairgrounds, TN

5th November 1915– ½ mile dirt oval

FP	# Driver	Car	Time
10 miles - Ford Automobile Race			
1	Bob Thompson	Ford runabout	0:13:54

Tucson Fairgrounds, AZ

6th November 1915

FP	# Driver	Car	Time
100 miles (1.00 miles x 100 laps)			
1			
2	Travis Baoley	Velie	
3	Tom "Red" Brewer	?	

Ascot Speedway, CA

26th December 1915 – 1 mile dirt oval

FP	# Driver	Car	Time
50 miles – Free-for-all			
Eddie	Pullen	Mercer	
	Barney Oldfield	Christie	tyre problems
15 miles – Free-for-all			
1	Parsons		

Newton and Jasper County Fairgrounds, IA

1915

In the 15 mile auto race which featured on the last day of the fair, Louis Clergy ran into the fence, removing several sections but still finishing third. This race was reported in December, but the date is not known.

Other Matters of the Year

A transcontinental auto race was held, starting from New York on the 9th January and finishing at the Panama-Pacific Exposition Grounds in San Francisco on the 4th April. The event was won by Raoul P.LeMat, who defeated Stanley James by only a few hours. The drivers were accompanied by Miss Margaret Gale, who rode with both drivers throughout the event. Lemat won the Lincoln Memorial Highway Trophy. The racers bore letters to the exposition authorities from Vice President Marshall, Representatives Kahn and Lobek, Major Sylvester and W.S.Shelby, secretary of the Washington Lodge of Elks. The racers went through Washington, Pittsburgh and Hagerstown on the 12th January.

On the 29th March, Barney Oldfield was named in a divorce suit filed in Houston, TX, by Earl W.Rundell of Houston against Maude A.Rundell, then of Cleveland, OH. Oldfield said "I never head of the woman in my life. Of course the charge is absurd. I can not understand how my name has been connected with the case."

The second annual Darkness to Dawn Reliability Run from New York to Boston was postponed by the Light Car Association of America from the 7th March until the 3rd April. The start was to be at Columbus Circle, NY at 10 pm, finishing the next day. 3 Chevrolet's, 4 Saxon's, 2 Argos', a Coey Bear, a Cornelian Flyer, 2 Vixons, a Twombly, a Buick and a Ford were entered. The result is not known.

Westra & Roorda and R.Van Woudenberg announced that they were to have a five mile race on the Rock Valley Fairgrounds, IA, in April - Westra & Roorda were to use a stripped Ford, Van Woudenberg a Velie, and a wager was to be posted. However, by the 16th of April the race had been called off by Westra & Roorda, with Van Woudenberg publishing a note stating this in the local press.

An effort was announced on the 25th April in Oklahoma City to establish an automobile race course on the extensive salt plains near Cherokee, in Alfalfa County. Walter Ferguson was driving the effort, and mentioned that a 25 mile circular course could be created. Nothing seems to have come of this.

L.B.Lasesne and T.J.Camp were to have a match race in Atlanta, GA, on the 1st May, but Lasesne had the race postponed claiming that his Chevrolet had been tampered with. Camp represented the H.L.Singer company.

A newspaper report on the 2nd May suggested that the Stewart Avenue Hillclimb (Atlanta, GA) was to be held sometime in May. However, no reports showing the event taking place have been found.

An auto race meeting was to be held in Salem, OR, on the 8th May. It isn't known if the races took place.

It was announced in March that a 100 mile auto race would be held in Lagoon or Salt Lake, Utah, sometime during May. No record of the race taking place has been found.

On the 17th May, thirty drivers entered in the Indy 500 met at the English Hotel in Indianapolis to organise the Automobile Drivers' Protective Association. Barney Oldfield, Harry Grant, Louis Erbes, Bob Burman and Earl Cooper were appointed as directors. Paul Hale Bruske and Louis Erbes were appointed to a committee on bylaws. It was announced that "the organisation is intended for the promotion of the welfare of drivers" and to this end each driver was to pay a small membership fee. 25% of all revenues paid in to the association were set aside as an insurance fund and held in trust. In addition, it was reported on the 22nd July that the management of the Chicago speedway promised to share the receipts from practice with the drivers. No further mention of this association has been found.

The Pathfinder car for the Chicago to Seattle Relay Automobile race skidded and overturned about 12 miles east of Seattle, killing former State Senator George E.Dickson of Ellensberg, WA, on the 19th June. The official car bearing a message from Mayor William Hale Thompson of Chicago to Mayor Hiram Gill of Seattle broke an axle at the summit of the Cascade range also on the 19th. The race was over a distance of 2439 miles to advertise the opening of the new National Park Transcontinental Highway, ending at 11:09 on the 19th June.

The Automobile Club of Utica was to hold its 3rd annual hillclimb at Oriskany Falls, NY, on the 3rd July. It isn't known if the event took place.

Celebrations in Tidioute, PA, on the 3rd July were to feature a 15 mile free-for-all auto race. It isn't known if the race took place.

A race was scheduled to take place in Chico, CA, some time in July. The date and result of this event are not known.

An auto race over a 7.5 mile course in Grass Valley, CA, was planned for the 4th July. The start was to be made at the corner of Auburn Street and Colfax Avenue past the Union Hill school house, up the back road to the Union Hill road and into town, stopping at the Elks' club where the finish was to be. It isn't known if the race took place.

Auto races were to take place at Emeryville, CA, on the 4th July. A 20 mile race for Fords over a one mile course was planned, together with a "citizens" automobile race where contestants had to weigh over 200 lbs, run 100 yards, crank the auto and race for three miles. It isn't known if the race took place.

The 4th July celebrations in Vernal, UT, were to feature an auto race. It isn't known if it took place.

Auto races were to be held at the Panama-Pacific International Exposition, San Francisco, CA, on the 4th July. It isn't known if they took place.

A race meet was scheduled for the 5th July in Lewiston, ME. It isn't known if the races took place.

An auto race was to be held at the Coshocton Fairgrounds, OH, on the 5th July. It isn't known if the race took place.

An 800 mile auto race between Walter Hill and A.S.Harlan was to take place between Crookston and Minneapolis, MN, for a purse of $1500 on the 14th July. It is not known if the race took place.

Races were to be held in Terre Haute, IN, on the 20th July. William Dowty had entered his Chevrolet for them, but it isn't known if they took place.

Races for "small racing cars" were to be held at Centlivre Park, Fort Wayne, IN, on the 24th July. It is not known if the races took place.

Races were to be held at Olympic Park, Newark, NJ on the 24th July. The races were to be at night under illumination, and the drivers were to include Endicott, Kline, Brown, Kennedy, Jennings, Gotof, Lonsbury, Burland, Repp, LeCocq, Roberts, Tidmarsh and Smith. It is not known if the races took place.

Eddie O'Donnell (auto racer) and DeLloyd Thompson (aviator) and five motorcyclists were in court in Des Moines, IA, on the 26th charged with violating the Sunday laws, in connection with a performance at the new Des Moines Speedway on the 25th. Barney Oldfield was arrested immediately after he finished several exhibition races, and was fined $5 and costs for the same offense on his plea of guilty. The warrants were sworn out by Sheriff John Griffin – it was the first time in years that the Sunday statute against automobile racing had been invoked. When Oldfield left the court after paying his fine, he was served with a notice of injunction proceedings started in the district court to prevent him from failing to be one of the contestants in the three hundred mile automobile race in Des Moines on the 7th August. The action was taken by John Prince, one of the speedway promoters, who declared in the petition that he had reason to believe that Oldfield was preparing to leave for Butler, PA. Judge DeGraff, of the district court, set the hearing for Wednesday 28th. The newspaper the *Perry Daily Chief* said of the news "The Envious Neighbors of Des Moines can be expected to make much out of the fact that the only way Barney Oldfield could be kept in that city was by an injunction restraining him from leaving." The court result from the 28th July was not reported, but Oldfield did not race at Des Moines on the 7th August.

An auto race was scheduled for the 11th August at Milford Fairgrounds, IA, but was postponed to the 15th due to heavy rain. It is not known if the race took place.

An auto race was to be held as part of the Frontier Week celebrations at Grand Junction, CO, from the 12th-14th August. It isn't known if the race took place.

Frank Elliott raced his Gordon Special against Terah Maroney's biplane at the Southwest Washington Fairgrounds, Centralia, WA, on the 15th August.

The Johnson County Fair in Iowa City, IA, was to have a 25 and 10 mile auto race on the 19th August. It isn't known if the races took place.

The Williamsburg Fair, IA, was to have auto and stock car races on the 24th-25th August. It isn't known if the races took place.

The 62nd Annual McHenry County Fair was held at Woodstock, IL, with Ford automobile race day to be held on the 27th August. It isn't known if the races took place.

The "Night and Day Auto Races" were to be held at North Randall, Cleveland, OH, on the 27th-28th August. It isn't known if the races took place.

A newspaper report on the 5th September said that A.F.Brockman, S.W.Lindsay and H.C.Moore, who were representing a Chicago syndicate, had purchased a large tract of land on the shore of Lake Pontchartrain, New Orleans, LA, and that they planned to build a two mile board speedway with the aim of holding a 500 mile automobile race on the 4th March 1916. Nothing appears to have become of this venture.

The Douglas County Fair opened in Tusenia, IL, on the 7th September, and was to feature auto races on the 9th and 10th. It isn't known if the races took place.

Auto races were to take place at the Tipton Fair, IA, on the 10th September. It isn't known if the races took place.

Auto races were to take place at the Minnesota State Fair on the 11th September. Mrs Joan Newton Cuneo, Louis Disbrow, George Clarke, Bill Endicott, Eddie Hearne and Johnny Raimey were all to compete. It isn't known if the races took place.

Auto races were to be held at the ½ mile dirt oval on the Appleton Fairgrounds, WI, on the 11th September. No details of these races have been found, but there were adverts for races at the same place on the 19th September – perhaps they were postponed? There were to be 8 events from 3 to 25 miles. It isn't known if these races took place.

The Kansas State Fair was to be held at Topeka from the 13th-17th September, and was to feature auto races. It isn't known if the races took place.

$5000 was offered by the Illinois State Fair officials to Mrs Joan Cuneo if she could lower the records of Disbrow, Burman and Oldfield over the mile track at the state fair course in Springfield. The attempt was to be made on the 17th-18th September.

The annual Tri-State Fair in Memphis, TN, was to start on the 27th September and to last for 10 days. Auto races were to take place on a 1 mile dirt oval during the fair. It isn't known if the races took place.

The Great Lima Fair, OH, was to have a Ford automobile race day on the 1st October. It isn't known if the race took place.

Auto races were to be held at the Trenton Inter-State Fair, NJ, on the 1st October, but were postponed due to rain until the 9th October. Seven events were scheduled: (1) 5 mile class E non-stock race for Ford cars, (2) 5 mile class E non-stock for cars 300ci and under, (3) 5 mile class E non-stock 450ci and under, (4) 10 mile class D non-stock free-for-all, (5) Australian Pursuit, (6) 5 mile class E free-for-all handicap, (7) 25 mile class D free-for-all. A 25 mile match race for the Championship of Mercer County was to run between Chris Carson and Ray Ford. The results of these races are not known.

Albert Johnson was killed testing a Packard at the Indianapolis Motor Speedway on the 5th October – a front tyre let go and the car rolled twelve times. Ross Robinson, who was riding with him, was also seriously injured.

A 5 mile Ford auto race was to be held at Assumption, IL, on the 9th October. It isn't known if the race took place.

A 30 mile auto race was to be run at Tipton, IA, on the 6th October by the Cedar County Racing Association. It isn't known if the race took place.

A 25 mile race for Ford's was to be held at the Cook County Fair, Palatine, IL, during the 14th-16th October. The Fair had been due to take place earlier, but had been postponed due to Foot-and-Mouth disease. It was postponed indefinitely on the 15th October after opposition from the state and federal authorities.

A race meeting was to be run at the Marion Fairgrounds, Knoxville, IA, on the 16th October. A challenge race of 25 miles, a free-for-all of 15 miles, and a Linn Co Trophy race of 15 miles were to be held. It isn't known if the races took place.

On the 4th December, the Massachusetts Highway Commission ordered that no more automobile races, endurance runs or attempts at records were to be held on roads in the state. This was in reaction to an endurance run held over 1000 miles which started on the 10th November by the Donovan Motor Car Company of Boston, an agent for Studebaker. The car was driven by Edward P.Sheehan and Milton W.Reed, and it was said that the drivers exceeded an average speed of 30 mph. The license of the Donovan Motor Car Company was suspended for a week, and the licences of the two drivers, who alternated in driving, were suspended for two weeks.

1916 US Events

"It is often remarked that the law should stop perilous exhibitions like automobile racing. Yet if the racers were stopped on the speedway, they would risk their necks on the public roads, where they would endanger many others beside themselves. They would enjoy taking these chances, and no doubt do if for love of the sport quite as much as for money. This is an age of morbid fears. It is rather refreshing, in a time of so many extreme precautions, to see certain types of people who can put aside all timidity in the face of death."

Newark Advocate and Frederick News

"A noticeable characteristic of automobile race drivers, who hesitate at no danger and will risk everything in competition with their rivals, is the true sportsmanship that exists among them during preparations for a race. They seem to go out of their way to serve one another. They will help each other when stumped by some mechanical trouble, or loan one another parts, and in fact there is no limit to the assistance they will give a rival before a race; although during the contest they fight each other with desperation."

Xenia Daily Gazette

"There is no use trying to go thru a flock of machines when there isn't room or trying to take a turn at 40 miles an hour when it won't stand 30. You can't win a race unless you finish."

Earl Cooper

Ascot Park, CA

5th March 1916

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Barney Oldfield	Christie	0:00:47.0
2		Bob Burman	Peugeot	0:00:51.2
NS		Hughes	Sunbeam	
100 miles – Class D, George Washington Sweepstakes				
1		Eddie Pullen	Mercer	1:30:42.0, 66.15 mph
2		Bob Burman	Peugeot	1:32:43.0
3		Earl Cooper	Stutz	1:32:44.1
4		Lewis	Mercer	1:33:21.4
5		O'Donell	Duesenberg	1:33:51.0
6		Tetzlaff	Milac	flagged
7		Hughes	Sunbeam	flagged
8		Elliott	Gordon	flagged
9		Parsons	Stutz	flagged
R		Hill	Cyclone	61 laps/steering
R		Taylor	Marmon	27 laps/engine
R		Shockley	Tahis	26 laps/gas line
R		Price	Apperson	23 laps/bearing
R		Lentz	Romano	6 laps/gas line
NS		Omar Toft	Omar	DNS

Toft crashed in practice on the 4th March, injuring himself and mechanician Arch Kincaid, demolishing the car.

Ascot Park, CA

16th March 1916

FP	#	Driver	Car	Time
50 miles – Invitation Race for the Ventura Trophy				
1		Eddie O'Donell	Duesenberg	0:43:05.0, 69.63 mph
2		Bob Burman	Peugeot	0:43:13.0
3		Pullen	Mercer	0:44:04.4
4		Hill	Cyclone	flagged
R		Durant	Chevrolet	30 laps

1 mile – Time Trial

	Barney Oldfield	Christie	0:00:45.0 (flying start)
	Bob Burman	Peugeot	0:00:58.2

10 miles – Class C

1	Tetzlaff	Milac	0:09:44.8
2	Mahoney	Ford	
3	Durant	Chevrolet	
4	Lloyd	Oakland	
5	Ralston	Kirkwood	
6	Armitage	Ford	
7	Heacox	Cadillac	
8	Lechlider	Studebaker	
9	Collons	Studebaker	
10	Dochterman	Chevrolet	
11	Puissegur	Ford	
12	Womack	Ford	

The timing instrument broke, so only the winning time was recorded.

9.375 miles – Pursuit

1	Tetzlaff	Milac	0:09:41.0
2	Elliott	Gordon	
3	Parsons	Stutz	
4	Lentz	Romano	

Panama-California International Exposition, CA

25th March 1916 – San Diego: 1.136 miles

FP	#	Driver	Car	Time
50 miles (1.136 miles x 40 laps) – Invitational Match Race				
1		Bob Burman	Peugeot	0:57:30.8, 52.16 mph
2		Teddy Tetzlaff	Milac	0:58:20.4
3		Barney Oldfield	Delage	0:59:15
4		Cliff Durant	Durant	1:00:02

Corona, CA

8th April 1916 – 276.895 miles (2.76895 miles x 100 laps)

FP	#	Driver	Car	Time
1		Eddie O'Donnell	Duesenberg	3:29:52.0, 79.16 mph
2		Joe Thomas	Mercer	3:36:01.0
3		Eddie Pullen	Mercer	3:38:36.4
4		Teddy Tetzlaff	Omar	3:58:04.0
5		R.C.Durant	Chevrolet	4:05:24.0
6		Waterman	Gandy	flagged
R		Bob Burman	Peugeot	92 laps/fatal accident
R		Barney Oldfield	Delage	46 laps/rocker arm
R		Gandy	Gandy	46 laps/engine
R		Hughes	Sunbeam	46 laps/clutch
R		Teel	Tahia	28 laps/con-rod
R		Cooper	Stutz	14 laps/crankshaft

Bob Burman's tyre blew on lap 92, and he was launched into a series of rolls during which he hit a curb, flattened two telephone poles and hit a parked car. Burman, his riding mechanic Eric Schroeder and track guard W.H.Speer sustained fatal injuries, and five spectators received broken bones and lacerations. Burman was first of all taken to Corona City Hall, where a woman was arrested for taking a diamond pin valued at $800 from his clothing – Burman's wife made the accusation, and the pin was found concealed under the woman's corset. The woman claimed that she must have stole the pin while under the influence of her second personality….
A further fatality occurred in practice, when L.Price skidded his Apperson into a telephone pole, overturning twice and catching fire. Price was hurled against the pole and suffered a crushed skull. His mechanician escaped uninjured.
The fatalities also led to court cases – on the 19th June, F.E.Baker, guardian ad litim of Seaman R.Meck, a minor, filed an action for $5000 in Riverside against the Corona Racing Association.

Ascot Park, CA

16th April 1916

FP	#	Driver	Car	Time
150 miles – Class D				
1		Eddie O'Donell	Duesenberg	2:17:09.0, 65.62 mph
2		Pullen	Mercer	2:17:27.8
3		Hughes	Omar	2:18:24.2
4		E.S.Waterman	Gandy	135 laps/flagged
5		E.M.Tecl	Tahis	125 laps/flagged
6		Stutzman	Grant	120 laps/flagged
R		Joe Thomas	Mercer	46 laps/broken cylinder
R		Gandy	Gandy	22 laps/oil line
NS		Bert Lloyd	Oakland	
NS		Tetzlaff	Durant	
NS		Durant	Durant	

Fresno, CA

29th April 1916 - 14.1 mile road course

FP	#	Driver	Car	Time
301.4 miles (14.1 miles x 43 laps) – Class E				
1		Eddie O'Donnell	Duesenberg	4:54:13, 61.46 mph
2		Jim Parsons	Stutz	4:58:06
3		Frank Elliott	Gordon	40 laps/flagged
4		Roods	Studebaker	37 laps/flagged
5		Guy Ball	Marmon	35 laps/flagged
6		Gandy	Gandy	31 laps
7		Strachan	Buick	26 laps
8		Earl Cooper	Stutz	24 laps
9		E.S.Waterman	Gandy	22 laps
10		F.B.Good	Stutz	18 laps
11		Durant	Durant	13 laps/cracked cylinder
12		Hughes	Omar	13 laps
13		Dutton	Stutz	6 laps
14		M.L.Debolt	McKee	1 lap
15		W.Melcher	Melcher	0 laps
16		H.S.Trost	Hercules	
17		W.G.Lewis	Ford	

Cooper was ruled out of the race for failing to report to the referee a change in mechanicians

Sheepshead Bay Speedway, NY

1st-2nd May 1916 – 24 Hour Record Attempt

FP	#	Driver	Car	Time
		Ralph Mulford	Hudson Super Six	1819 miles

This beat the 24 hour record of 1581 miles set by S.F.Edge at Brooklands almost nine years earlier.

Gardena, CA

6th May 1916 – 2.2 mile road course

FP	#	Driver	Car	Time
74.8 miles (2.2 miles x 34 laps) – Class E				
1		Hill	Chevrolet	1:47:13, 41.86 mph
2		Robert Connor	Ford	1:49:02
3		Dochterman	Chevrolet	31 laps/flagged
4		Bacon	Fiat	29 laps/flagged
5		Heacox	Cadillac	28 laps
6		Stulzman	Grant	17 laps
7		Fuselehr	Metz	17 laps

Bakersfield Fairgrounds, CA

7th May 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
25 miles – Class E				
1		Walter Smith	Maxwell	0:28:58.8
2		Dochterman	Chevrolet	22 laps/flagged
3			Studebaker	19 laps/transmission
100 miles – Class D				
1		Hughes	Omar	1:36:08.4
2		Good	Stutz	1:38:04.8
3		Roads	Studebaker	1:38:30.6
4		Elliott	Gordon	1:39:20.6
5		Gandy	Gandy	97 laps/flagged
6		Waterman	Gandy	65 laps/bearing
7		Deliesh	McKee	32 laps/oil line
NS		Ball	Marmon	DNS

Sheepshead Bay Speedway, NY

13th May 1916

FP	#	Driver	Car	Time
20 miles – Class E, Coney Island Cup				
1		John Aitken	Peugeot	0:11:15.79, 106.54 mph
2		Christiaens	Sunbeam	0:11:26.52
3		Limberg	Delage	0:11:27.06
4		Eddie Rickenbacker	Maxwell	0:11:27.60
5		Pete Henderson	Maxwell	0:11:54.91
6		Devigne	Delage	0:11:56.17
7		Devlin	Duesenberg	0:11:59.72
8		Franchi	Peusun	0:12:15.05
9		Lewis	Crawford	0:12:36.03
10		Vail	Hudson	10 laps/flagged
R		Mulford	Peugeot	8 laps
R		Adams	Adams	6 laps
R		Chandler	Crawford	2 laps

Rickenbacker's co-driver was Clyde Latta, Henderson's was Ralph Kitplen.

50 mile – Class E, Queens Cup				
1		Ralph Mulford	Peugeot	0:28:45.05, 104.34 mph
2		Devlin	Duesenberg	0:30:15.97
3		Franchi	Peusun	0:30:16.26
4		Limberg	Delage	0:31:35.28
5		Devigne	Delage	0:32:33.80/23 laps
R		John Aitken	Peugeot	21 laps
R		Pete Henderson	Maxwell	19 laps
R		Eddie Rickenbacker	Maxwell	7 laps
R		Vail	Hudson	6 laps

Columbus Driving Park, OH

13th-14th May 1916

A 100 mile derby sanctioned by IMCA, with J.Alex Sloan as starter, was to take place, with the opening events on the 13th, and the final on the 14th. After the 10 mile race had been run on the 13th, rain fell and caused the cancellation of the days' events. The races were to be run off on the 21st May, but the result is not known.

Monroe Street Hillclimb, WA

15th May 1916 – 0.405 mile hillclimb

FP	#	Driver	Car	Time
Class E, 301 ci				
1		J.C.Carlton	Cadillac	0:00:41.4
2		D.R.Riegel	Dodge	0:00:42.2
3		C.Hill	Buick	0:00:46.0
4		C.A.Martin	Paige	0:00:50.4
5		L.L.White	Chevrolet	0:00:51.8
6		D.F.Bacheller	Overland	0:00:53.2
7		D.E.Logan	Chalmers	0:00:54.6
Class C, 231-300 ci				
1		F.MacDonald	Hudson Special	0:00:36.8
2		F.R.Bleakley	King	0:00:38.2
3		Joe F.Stenstrom	Haynes	0:00:41.0
4		D.F.Bacheller	Willys-Knight	0:00:46.6
5		H.Alderson	Reo	0:00:56.0
6		D.F.Bacheller	Overland	0:00:58.0
7		Twitchell	Hupmobile	0:01:00.2
Class E, 301 ci and over				
1		W.A.Carroll	Cadillac	0:00:38.2
2		O.W.Fahey	Studebaker	0:00:42.0
3		H.M.Pentecost	Buick	0:00:42.6
4		H.M.Eastman	Cadillac	0:00:42.8
5		C.A.Martin	Paige	0:00:50.0
6		S.A.Robertson	Franklin	0:00:51.2
7		D.D.Skinner	Jeffrey	0:00:55.2

Speedway Park, Chicago, IL

20th-21st May 1916 – 2 mile board oval

FP	#	Driver	Car	Time
20th May: 20 miles – Class E, Heat 1				
1		William Leet	Mercer	0:14:49.0
2		W.M.Robbins	Mercer	0:14:50.2
3		Frank P.Book	Cadillac	0:15:51.2
4		F.C.Sawyer	Mercer	0:16:38.4
5		Harold Scott	Locomobile	0:18:24.0
20th May: 20 miles – Class E, Heat 2				
1		R.R.Duff	Mercer	0:14:58.2
2		Frank Warren	Cadillac	0:15:24.2
3		A.A.Clemens	Stutz	0:16:43.4
4		A.C.Ortmeyer	National	0:29:56.6
5		C.H.Robbins	Mercer	9 laps/burnt bearing
21st May: 30 miles – Class E, Final				
1		William Leet	Mercer	0:20:44.6
2		Frank Warren	Cadillac	0:21:48.8
3		W.M.Robbins	Mercer	0:22:15.4
4		Frank P.Book	Cadillac	0:23:04.0
5		F.C.Sawyer	Mercer	0:23:14.4
R		R.R.Duff	Mercer	10 laps/oil line
R		A.C.Ortmeyer	National	4 laps/cylinder head
NA		A.A.Clemens	Stutz	Did Not Appear

Leet won the championship for non-professional automobile drivers of the Middle West.

21st May: 50 miles – Dealers' Race				
1		Al Schillo	Mercer	0:34:35.2
2		Frank De Constant	Cadillac	0:36:20.8
3		A.B.Bromstedt	Mercer	0:36:40.2
4		E.W.Schillo	Mercer	0:38:00.6
5		O.H.Yarnell	Cadillac	0:38:27.4
6		P.J.Ford	Haynes	0:41:51.4
7		B.Leidecker	Cadillac	0:41:52.0

These races were for club members owning and driving their own cars.

Des Moines Auto Speedway, IO

30th May 1916 – 1 mile board speedway

FP	#	Driver	Car	Time
20 miles – Class E, limited to cars owned by residents of Iowa				
1		Barndollar	Clergy	0:16:38.8, 72.09 mph
2		J.A.Thompson	Ford	0:17:44.6
3		Royal O.Duke	Clergy	0:18:45.0
4		P.E.Shafer	Chevrolet	12 laps/flagged
R		Homer Stanley	National	10 laps
R		Autill	Van Special	0 laps
NS		F.S.Jordan	National	
10 miles – Class E, limite to cars owned by residents of Des Moines				
1		Clergy	Clergy	0:08:27.2, 70.76 mph
2		Thompson	Ford	0:09:19.4
3		Duke	Clergy	0:10:21.8
R		Shafer	Chevrolet	2 laps
NS		Autill	Van Special	

Olympic Park Stadium, Newark, NJ

30th May 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time	
0.5 miles - Time Trial					
1		Watson	JJR	0:00:38.4	
2		Dickinson	Stutz	0:00:39.0	
3		Lambert	Stutz	0:00:39.6	
4		Theobald	Mercedes	0:00:39.8	
5		Duryea	Ford	0:00:40.4	
6		Leonard	Fiat	0:00:40.6	
7		Fraser	J&F	0:00:42.8	
8		Rollins	National	0:00:45.6	
		Dave Hall	Ford	failed to appear	
3 miles – Class E					
1		Watson	JJR	0:04:29.2	
2		Fraser	J&F	0:04:44.2	
R		Duryea	Ford	4 laps	
3 miles – Class E, under 451 ci					
1		Watson	JJR	0:03:54.4	
2		Dickinson	Stutz	0:03:56	
3		Lambert	Stutz		
4		Rollins	National		
5 miles – Class D					
1		Watson	JJR	0:06:26.4	
2		Dickinson	Stutz		
3		Theobald	Mercedes		
R		Rollins	National	1 lap	
R		Fraser	J&F	0 laps	
5 miles - Pursuit					
1		Dickinson	Stutz	0:06:37	
2		Wilcox	Mercedes		
3		Lambert	Stutz		
R		Watson	JJR	mechanical trouble	
3 miles - Handicap					
1		Dickinson	Stutz	0:04:07.8	*scratch*
2		Wilcox	Mercedes	0:04:11.4	*0m05s handicap*
3		Fraser	J&F		*0m20s handicap*
4		Duryea	Ford		*0m10s handicap*

Elmira Driving Park, NY

30th May 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles – Class E, under 301 ci				
1		Harry Veltz	Corbin	0:04:55
2		Chet Kaufman	Dort	
3		A.B.Hilcox	Paige	
4		Roy Massecar	Regal	
5		Russell Gore	Tiger	
3 miles – Class E, under 451 ci				
1		Chet Kaufman	Dort	0:05:00
R		Veltz	Corbin	
5 miles - Pursuit				
1		Kaufman	Dort	0:08:10
2		Hickox	Paige	
3		Roy Massecar	Regal	
3 miles - Handicap				
1		Hickox	Paige	0:05:08
2		Chet Kaufman	Dort	
3		Roy Massecar	Regal	
5 miles – Class D				
1		Chet Kaufman	Dort	0:09:26
2		Roy Massecar	Regal	
Exhibition				
		F.E.Thomas	Stutz	0:01:42 – 1 mile
		F.E.Thomas	Stutz	0:02:47 – 2 miles

The event was held at night.

Twin City Motor Speedway, MN

30th May 1916 – 2 mile concrete oval

FP	#	Driver	Car	Time
10 miles – Class C				
1		C.W.Jewett	Ford	0:09:33.0
2		Clyde Mohr	Buick	0:09:41.8
3		H.G.Allyn	Ford	0:10:03.6
4		A.S.Halls	Ford	0:14:12.6
5		A.M.Choat	Carnation	
20 miles – Class C				
1		C.J.Gilbert	Mercer	0:17:56.0
2		A.J.De Fes	Velie	0:18:50.4
3		H.G.Allyn	Corbin	0:23:32.2
4		M.Sorensen	Duesenberg	4 laps
50 miles – Class D				
1		M.Sorensen	Duesenberg	0:40:56.0, 73.29 mph
2		C.J.Gilbert	Mercer	0:41:32.6
3		Emil Iverson	Marq-Buick	0:41:40.4
4		A.S.Halls	Ford	0:43:07.2
5		Lee Oldfield	Buick	0:45:10.0, 19 laps
6		C.W.Jewett	Ford	0:49:41.6
7		William A.Butters	Stutz	21 laps/flagged
R		A.J.De Fes	Velie	20 laps
R		Clyde Mohr	Buick	19 laps
R		R.Buchanan	Mercedes	18 laps
R		A.M.Choat	Carnation	14 laps
R		Jesse Becker	National	9 laps
R		Cliff Doliber	Reading	8 laps
R		Lee Broker	Duesenberg	7 laps
R		J.J.McCoy	Peerless	4 laps
R		G.W.McClure	Royal	4 laps
R		C.Hanson	Pope Bullet	3 laps
R		J.W.Schelen	Buick	2 laps
R		H.G.Allyn	Corbin	

Ascot Park, CA

30th May 1916 – 1 mile oval

FP	#	Driver	Car	Time
1 mile – Exhibition				
		Frank B.Good	Stutz	0:00:53
10 miles – Class E, Amateurs				
1		Arthur Hansen	Mercer	0:10:06
2		Ashton Deachalt	Premier	0:10:28
R		Wallace Berry	Mercer	6 laps/tyres

Tacoma Speedway, WA

4th June 1916 – 1.9398 mile board oval

FP	#	Driver	Car	Time
19.398 miles - Class E				
1		Aubry	Tacoma	0:13:55, 83.63 mph
2		Parsons	Stutz	0:15:39
3		P.Erdman	Ford	0:18:29
29.098 miles – Class E				
1		Aubry	Tacoma	0:21:48, 80.09 mph
2		Parsons	Stutz	0:23:05.6
3		P.Erdman	Ford	0:24:20

Twin City Motor Speedway, MN

11th June 1916 – 2 mile concrete oval

FP	#	Driver	Car	Time
10 miles – Twin City Trophy, for racing cars owned in Twin Cities 30 days prior to race				
1		Emil Iverson	Marq-Buick	0:08:27.0
2		Hanson	Pope-Bullet	0:08:27.2
3		Nello Blair	Royal	4 laps
4		G.W.McClure	Royal	1 lap
NS		Lee Broker	Duesenberg	
10 miles – Handicap				
1		M.Sorensen	Duesenberg	
2		C.W.Jewett	Ford	
3		Gilbert	Mercer	
4		William A.Butters	Stutz	

These races were postponed from May 30th.

Olympic Park, Newark, NJ

17th June 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
½ mile – Time Trial				
1		Dickinson	Stutz	0:00:37.4
2		Theobald	Mercedes	0:00:39.2
3		Leonard	Fiat	0:00:39.8
4		Fraser	J&F	0:00:40.0
5		Adams	Adams	0:00:40.6
6		Gouirand	Mercer	0:00:43.2
7		Wilcox	Saxon	0:00:46.2
3 miles – Class E, under 301 ci				
1		Adams	Adams	0:04:16.8
2		Wilcox	Saxon	
R		Fraser		1 lap

3 miles – Class E, under 451 ci

1	Dickinson	Stutz	0:04:13.6
2	Fraser	J&F	
3	Wilcox	Saxon	
R	Gouirand	Mercer	

5 miles – Class D

1	Dickinson	Stutz	0:06:46.0
2	Theobald	Mercedes	
3	Leonard	Fiat	
4	Fraser	J&F	
R	Adams	Adams	3 laps
R	Gouirand	Mercer	1 lap

5 miles - Pursuit

1	Dickinson	Stutz	0:06:04.8
2	Theobald	Mercedes	
3	Leonard	Fiat	
4	Fraser	J&F	

Theobald and Dickinson finished so close together that it was agreed to run a one mile match race, standing start, to decide the winner.

1 mile - Match Race

1	Dickinson	Stutz	0:01:17.8
2	Wilcox	Mercedes	0:01:18.0

3 miles - Handicap

1	Theobald	Mercedes	0:04:21.2	*0m05s handicap*
2	Dickinson	Stutz		*scratch*
3	Leonard	Fiat		*0m15s handicap*
4	Gouirand	Mercer	3 laps	*0m35s handicap*
5	Fraser	J&F	2 laps	*0m20s handicap*

Event was held at night.

Plymouth, WI

18th June 1916

R.O.Schuette, manager of the Wisconsin Motor Racing Association, prepared the races. Entrants:

Ed Wolf	Overland Special
Harry Dana	Buick Special
Harry Hawks	Ford Metz Special
Roebken	Dodge Special
Ed Dusold	Buick Special

All of the above were also entered in the races to be held at Manitowoc, Appleton and Depere later in the summer. Races had also been scheduled for Plymouth on the 11th June.

Speedway Park, Chicago, IL

18th June 1916 – 2 mile board oval

FP	#	Driver	Car	Time
50 miles – Match Race				
1		Dario Resta	Peugeot	0:31:57.4, 93.88 mph
2		Ralph De Palma	Mercedes	0:32:18.0
24 miles – Match Race				
1		Dario Resta	Peugeot	0:13:42.6, 105.03 mph
2		Ralph De Palma	Mercedes	0:13:45.8
10 miles – Match Race				
1		Dario Resta	Peugeot	0:05:51.2, 102.51 mph
2		Ralph De Palma	Mercedes	0:05:51.6

Galesburg, IL

22nd June 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
100 miles - Class E, under 451 ci				
1		Otto Henning	Ogren	1:41:31.8
2		George Buzane	Duesenberg	1:43:15.5
3		Andy Burt	Stutz	1:44:20.0
4		Art Klein	Miles	1:45:22.0
5		Gable	Burman	flagged
6		Milton	Mercer	flagged
7		McNay	Cino	flagged
8		C.R.Parker	Parker	
R		Mulford	Hudson	24 laps/piston
R		Vail	Hudson	10 laps

Chicago-Indianapolis-Chicago Reliability Run, IL/IN

22nd-23rd June 1916

FP	#	Driver	Car	Points
Chicago Athletic Association Entrants				
		F.W.Wentworth	Packard	5
		W.H.Slepeck	Mitchell	205
		W.G.Beck	Moon	62
		F.X.Mudd	Franklin	5
		F.A.Hill Jr	Packard	0
		C.R.Forrester	Marmon	0
		Sidney Smith	Hudson	0
Chicago Automobile Club Entrants				
		G.F.Ballou	Packard	5
		J.T.Brown	Moline	200
		W.M.Gelderman	Cole	0
		A.N.Eastman	Mitchell	0
		F.E.Lemmert	Cole	0
		H.W.Mersheck	Packard	0
		E.A.Turnet	Chandler	0
		G.E.Hibben	Columbia	400

Des Moines Speedway, IO

24th June 1916 – 1 mile board oval

FP	#	Driver	Car	Time
50 miles – Class E				
1		Eddie Rickenbacker	Maxwell	0:31:47.06, 94.39 mph
2		Ralph De Palma	Mercedes	0:32:07.73
3		Earl Cooper	Stutz	0:32:32.29
4		Frank Galvin	Sunbeam	0:33:21.52
5		Eddie O'Donnell	Duesenberg	0:33:30.56
6		Dave Lewis	Crawford	0:33:30.78
7		Ralph Mulford	Super-Six	0:33:35.58
8		Pete Henderson	Maxwell	0:33:56.74
9		Gable	Burman	0:34:09.01
10		Henning	Ogren	0:34:52.68
R		Vail	Hudson	

Swinney Park, Fort Wayne, IN

24th June 1916

FP	#	Driver	Car	Time
100 yard dash – autos with electric starters				
1		M.Patch		
2		Dr F.J.Schulz		
3		J.B.Mills		

100 yard dash – autos with hand cranks

1	Carl Caals	
2	A.Kayser	
3	F.S.Walbrun	

Part of the annual field meet of the Electro-Technic Club.

Des Moines Speedway, IO

26th June 1916 – 1 mile board oval

FP	# Driver	Car	Time
50 miles – Class E			
1	Lewis	Crawford	0:34:08.59, 87.85 mph
2	Galvin	Sunbeam	0:34:13.87
3	Ralph Mulford	Super-Six	0:34:47.94
4	Vail	Hudson	flagged
R	Hughes	Devlin	con-rod
20 miles – Class E			
1	Galvin	Sunbeam	0:13:02.46, 92.07 mph
2	Lewis	Crawford	0:13:02.82
3	Ralph Mulford	Super-Six	0:13:03.01
4	Vail	Hudson	flagged
10 miles – Class E			
1	Galvin	Sunbeam	0:06:20.25, 94.67 mph
2	Lewis	Crawford	0:06:20.55
3	Ralph Mulford	Super-Six	0:06:29.93
4	Vail	Hudson	flagged
5 miles – Class E			
1	Lewis	Crawford	0:03:12.20, 93.65 mph
2	Ralph Mulford	Super-Six	0:03:14.89
3	Vail	Hudson	0:04:42.32
4	Galvin	Sunbeam	flagged

Waterville, WA

28th-29th June 1916 – ½ mile dirt oval

FP	# Driver	Car	Time
28th June: 1/8 mile – Slow Race			
1	Layman	Studebaker	0:02:37.0
2	Mattison	Chalmers	0:02:21.0
R	Ward	Buick	
28th June: 10 miles – Pursuit			
1	Lentz	Romano	0:11:14.0
2	Parsons	Stutz	0:11:16.0
R	Dauray	Stutz	6 laps
R	O'Brien	Schneider	4 laps
R	Skinner	Saxon	eliminiated in trials
R	Paton	Ford	eliminiated in trials
28th June: 5 miles – Class E, under 231 ci			
1	Mattison	Chalmers	0:06:49.8
2	Skinner	Saxon	0:07:05.8
3	Nelson	Ford	0:07:59.0
R	Ward	Ward	stripped gear 1st lap
R	Paton	Ford	eliminated in trials
R	H.O'Brien	Chevrolet	eliminated in trials
28th June: 10 miles – Class D			
1	Lentz	Romano	0:12:07.0
2	O'Brien	Schneider	0:13:02.0
3	Dauray	Stutz	0:14:36.0
4	Parsons	Stutz	0:15:10.0
28th June: 5 miles – Consolation Race			
1	Paton	Ford	0:07:08.0
2	Ward	Buick	0:07:10.0

3	O'Brien	Chevrolet	0:07:19.0

29th June: 1 mile – Time Trial

1	Lentz	Romano	0:01:07.75
2	Dauray	Stutz	0:01:11.00
3	Mattison	Schneider	0:01:15.50
4	Paton	Ford	0:01:23.00
5	Skinner	Saxon	0:01:25.00

29th June: 10 miles – Pursuit Invitation

1	Mattison	Chalmers	
2	Acuff	Hupmobile	
3	Paton	Ford	

29th June: 5 miles – Touring Cars

1	North	Buick	0:07:19.5
2	Mattison	Chalmers	0:07:21.5
3	Ward	Buick	0:07:22.0

29th June: 10 miles – Class D

1	Lentz	Romano	0:12:11.5
2	Mattison	Schneider	0:12:17.0
3	Dauray	Stutz	0:13:50.0
4	Paton	Ford	0:14:30.0

Alan Track, ID

4th July 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time

1 mile – Time Trial

1	Rae Lentz	Romano	0:00:52.8
2	Matteson	Schneider	0:00:56.8
3	Barsby	Spokane	0:00:57.4
4	Dauray	Stutz	0:00:57.4
5	Beck	Beck	0:00:59.6
6	Forbes	Forbes	0:01:02.0
7	Toft	Omar	0:01:02.6
8	Skinner	Saxon	0:01:07.8
9	Schlicht	National	0:01:18.6

25 miles – Invitation

1	Barsby	Spokane	0:29:06.8
2	Hahn	Northwest	0:30:37.0
3	Schlicht	National	0:30:42.2
4	Skinner	Saxon	0:30:59.8
R	Belshaw	Elkhart	
R	Beck	Beck	

18.5 miles – Pursuit

1	Rae Lentz	Romano	0:18:53.6
2	Matteson	Schneider	
3	Dauray	Stutz	
4	Barsby	Spokane	

50 miles – Class D

1	Dauray	Stutz	1:00:05.8
2	Toft	Omar	
3	Schneider	Schneider	
4	Forbes	Forbes	
5	Hahn	Northwest	
R	Skinner	Saxon	
R	Belshaw	Elkhart	
R	Barsby	Spokane	
R	Rae Lentz	Romano	

Albuquerque-Gallup, NM

4th July 1916 – 170 miles

FP	#	Driver	Car	Time
1	2	Lloyd D.Cunningham	Maxwell	6:53:34

2	4	Len Leaden	Paige	6:57:10
3	10	V.L.Embery	Haynes	6:58:23

Appleton Fairgrounds, WI

4th July 1916

Capt. Harvey Kennedy (Christie), Ted Jennings (Keaton), Ben Gotof (Mercedes), Jerry Wunderlich (Marquette Buick), and Gartlitz (National) were scheduled to compete.

Berrien County Fairgrounds, Benton Harbor, MI

4th July 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
10 miles – Ford Cars				
1		Putterbaugh	Ford	0:00:40.4, 1 lap

Putterbaugh was the only entrant, so he was declared winner after one lap.

50 miles – Class D				
1		Alley	Marmon	1:04:16.0
2		Burt	Stutz	1:08:36.5
3		Andrus	Mercer	1:23:25.5
4		Patrick	Patrick	71 laps/flagged
5		Downs	Buick	59 laps/flagged
R		Henning	Ogren	84 laps
R		Cavannaugh	Buick	83 laps/fire

Dean Race Track, IL

4th July 1916

FP	#	Driver	Car	Time
1		H.J.Antoine		0:17
2		Wheeler		

$50 Ford Auto Race. Race was cut down to ten miles due to the lack of time, so George Held withdrew his entry.

Dover Fairgrounds, OH

4th July 1916

In the three races seven cars left the track and crashed through the fence, fortunately not resulting in any serious injuries, although Sherman Randall, a spectator, suffered a broken right left and Donald Davis, a driver, suffered a broken rib.

Elmira, NY

4th July 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles – Class D				
1		Bell	Chalmers	0:04:40
2		Newhouse	Oldsmobile	
3		Woltman	Paige	
4		Cleary	Oakland	
3 miles – Class E, under 301 ci				
1		Newhouse	Oldsmobile	0:04:29
2		Woltman	Paige	
3 miles - Pursuit				
1		Woltman	Paige	

2	Newhouse	Oldsmobile	
3	Cleary	Oakland	
4	Bell	Chalmers	

3 miles - Handicap

1	Cleary	Oakland	0:04:51
2	Newhouse	Oldsmobile	
3	Woltman	Paige	
4	Bell	Chalmers	

3 miles – Class D

1	Cleary	Oakland	0:04:40
2	Brink	Stearns	
3	Taylor	Hudson	
4	Newhouse	Oldsmobile	
5	Bell	Chalmers	

3 miles – Class E, under 301 ci

1	Newhouse	Oldsmobile	0:04:37
2	Cleary	Oakland	
3	Taylor	Hudson	
4	Brink	Stearns	

3 miles - Pursuit

1	Newhouse	Oldsmobile	
2	Cleary	Oakland	
3	Brink	Stearns	
4	Taylor	Hudson	
5	Bell	Chalmers	

3 miles - Handicap

1	Newhouse	Oldsmobile	0:04:38
2	Cleary	Oakland	
3	Taylor	Hudson	
4	Bell	Chalmers	
5	Brink	Stearns	

Hibbing, MN

4th July 1916 – Road course

FP	#	Driver	Car	Time

99.44 miles – Class D

1	Shannon	Stutz	2:21:46.2, 42.09 mph
2	Rich	Thomas	2:29:39.0
3	H.G.Allyn	Ford	2:29:43.0
4	Banks	Everett	2:52:01.0
5	Lee Oldfield	Buick	2:56:17.0
6	F.M.Smith	Velie	7 laps/wheel
NS	Harmon	Locomobile	DNS/broken timer
NS	Buchanan	Mercedes	DNS/cylinder

Lima Driving Park, OH

4th July 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time

10 miles

1	Fred Lake	Everett Special	
2	Ralph Ormsby	Monroe Special	
3	Fred Cole	Maxwell	
R	George Mowery		snapped steering gear
R	Joe Lephart	Cino	accident

Lephart went through the fence, a splinter puncturing his left arm.

25 miles

1	Bill Doty	Chevrolet	0:30:21
2	Herbert Rudy	Comet Lightning	
3	Fred Cole	Maxwell	
R	Fred Lake	Everett Special	thrown wheel

5 miles

1	George Mowery	Stutz
2	James Lephart	Cino
3	Marsh Bowman	Saxon

1 mile – Time Trial, for the Chamber of Commerce Cup

1	Herbert Rudy	Comet Lightning	0:01:08.5

Manti, UT

4th July 1916

FP	#	Driver	Car	Time
1		Joe Reid		
2		Jack Riddle		

Part of the 4th July celebrations.

Olympic Park, Newark, NJ

4th July 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time	
½ mile – Time Trials					
1		Dickinson	Stutz	0:00:35.4 *	
=		L.C.Barber	LCB	0:00:35.4 *	
3		Jessop	Chevrolet	0:00:35.8	
4		Don Moore	Mercer	0:00:39.0	
5		Leonard	Fiat	0:00:39.4	
6		Gouirand	Mercer	0:00:40.6	
7		Duryea	Ford	0:00:41.6	
8		Fraser	J&F	0:00:43.6	
3 miles – Class E, under 301 ci					
1		Jessop	Chevrolet	0:03:58.8	
2		Gouirand	Mercer		
3		Fraser	J&F		
R		Duryea	Ford	4 laps	
R		Moore	Mercer	2 laps	
3 miles – Class E, under 451 ci					
1		Dickinson	Stutz	0:03:39.4	
2		Barber	LCB		
3		Jessop	Chevrolet		
4		Fraser	J&F		
R		Moore	Mercer	4 laps	
R		Gouirand	Mercer	1 lap	
5 miles – Class D					
1		Dickinson	Stutz	0:06:18.4	
2		Jessop	Chevrolet		
3		Leonard	Fiat		
4		Gouirand	Mercer		
R		Moore	Mercer	1 lap	
R		Barber	LCB	0 laps/tyre	
3 miles - Handicap					
1		Dickinson	Stutz	0:04:08.4	*scratch*
2		Gouirand	Mercer		*0m10s handicap*
3		Moore	Mercer		*0m20s handicap*
4		Leonard	Fiat		*0m15s handicap*
R		Barber	LCB	3 laps/tyre	*0m03s handicap*
R		Fraser	J&F	0 laps	
3 miles – Match Race					
1		Adams	Adams	0:03:46.8	
2		Barber	LCB		
3		Dickinson	Stutz	tyre trouble	

** The tie for first was run off in the final event, the match race, with the LCB winning.*

Sandusky Fairgrounds, OH

4th July 1916

FP	#	Driver	Car	Time
5 miles				
1		Kenneth Wheeler	American Scout	0:09
2		Henry Harbrecht	Buick	

G.C.Grover arranged the races. A free-for-all Ford race was also announced, but the result is not known.

Tacoma Speedway, WA

4th July 1916 - 1.9398 mile board oval

FP	#	Driver	Car	Time
10 miles – Exhibition				
1		Aubrey	Tacoma	no time taken

Tipton, IA

4th July 1916

Gus Monckmeier won first money, defeating Parker.

West Side, Wichita, KS

4th July 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time	
½ mile Elimination Time Trials					
1	5	George Clark	Case	0:00:36.0	
2	8	Eddie Hearne	Briscoe	0:00:36.6	
3	4	Fred Horey	FIAT	0:00:37.2	
4	14	"Wild Bill" Endicott	Maxwell	0:00:37.2	
5	24	Johnny Mais	Mais Special	0:00:38.0	
6	16	Cliff Woodbury	Duesenberg	0:00:39.0	
7	2	Irv Hoffman	Briscoe	0:00:39.0	
8	12	C.Craft	Tornado	0:00:40.0	
5 miles (0.5 miles x 10 laps) – for cars of 450 ci.					
1	14	"Wild Bill" Endicott	Maxwell	0:06:46.0	$1000
2	4	Fred Horey	FIAT	0:06:46.1	$250
3	24	Johnny Mais	Mais Special-Mercer		$100
1 mile Exhibition					
	24	Miss Elfieda Mais	Mais Special-Mercer	0:01:23.4	
1½ miles (0.5 miles x 3 laps) – Novelty Race					
1	5	George Clark	Case	0:02:57.4	

This race involved a change of one tyre and wheel as well as completing three laps. Clark completed the three laps in 2m35.0, and the change in 22.4s.

3 miles (0.5 miles x 6 laps) – Consolation Race					
1	16	Cliff Woodbury	Duesenberg	0:04:16.2	$500
2	2	Irv Hoffman	Briscoe		$200
3					$100
25 miles (0.5 miles x 50 laps)					
1	5	George Clark	Case	0:34:06.6	$2000

2	14	"Wild Bill" Endicott	Maxwell	0:34:27.6	$500
3	24	Johnny Mais	Mais Special-Mercer		$250
4	4	Fred Horey	FIAT		
5	8	Eddie Hearne	Briscoe		

Races run by IMCA.

Sheepshead Bay Speedway, NY

4th July 1916 – 2 mile board oval

FP	#	Driver	Car	Time
10 miles – Match Race				
		Adams	Adams	Flagged
		Theobald	Sunbeam	0 laps/fire

Visalia, CA

4th July 1916 – 3.15 mile road course

FP	#	Driver	Car	Time
151.2 miles (3.15 miles x 48 laps)				
1		Moosie	Gandy	2:39:20.0, 56.94 mph
2		Elliott	Gordon	2:51:17.4
3		Burke	National	2:53:20.0
4		Price	Gandy	2:57:26.0
5		Cody	National	40 laps/flagged
6		Drake	Drake	39 laps/loose wheel
7		Roads	Studebaker	32 laps/rear axle
8		Taylor	Ford	19 laps/radiator
9		Francis	Stevens-Duryea	8 laps/fire
10		B.M.Crawford	BMC	6 laps/cracked cylinder
11		Stutzman	Grant	4 laps/rolled
12		Estabrook	Overland	0 laps/oil line

Cedar Falls, IA

5th July 1916

Automobile day at Cedar Valley Fairgrounds. There were to be six events. Entrants included John Raimey (Duesenberg), Dwight Kessler (Fiat), E.C.Dolland (Cornelian), J.M.Dodge (Buick), Louis Lecocq (Bristol?). There were also motorcycle and harness races.

Comstock Park, Grand Rapids, MI

8th-9th July 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
8th July: 100 miles – Class E, under 451 ci				
1		Eddie Haibe	Ogren	1:46:03.4
2		Ralph De Palma	Mercedes	1:47:59.0
3		Andy Burt	Stutz	1:50:27.2
4		Andrus	Mercer	2:05:14.8
5		Mulford	Hudson	85 miles/flagged
R		Kline	Vernon	29 miles/withdrew
R		Patrick	Patrick	timing gear
R		Clark	Cornelian	con-rod
R		Anderson	Premier	
9th July: 10 miles – Class E, under 451 ci				
1		Eddie Haibe	Ogren	0:10:55.0
2		Andrus	Mercer	0:11:40.8
R		Andy Burt	Stutz	6 laps/tyre
R		Patrick	Patrick	5 laps/engine
9th July: 15 miles – Class E, under 451 ci				

1	Andy Burt	Stutz	0:16:49.8
2	Eddie Harbe	Ogren	0:16:51.2
3	Andrus	Mercer	0:17:34.0
R	Patrick	Patrick	6 laps/engine

9th July: 25 miles – Class E, under 451 ci

1	Eddie Haibe	Ogren	0:28:21.4
2	Patrick	Patrick	21 laps/flagged
R	Andrus	Mercer	14 laps/fractured fuel line
R	Andy Burt	Stutz	5 laps/valve

Kansas State Fairgrounds, KS

8th July 1916 – ½ mile oval, Hutchinson

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		George Clark	Case	0:01:12.0
2		Bill Endicott	Maxwell	0:01:13.4
3		Fred Horey	Fiat	0:01:14.0
		Cliff Woodbury	Duesenberg	
		Johnny Mais	Mais Special	
		Eddie Hearne	Briscoe	
3 miles – Match Race				
1		George Clark	Case	0:03:55.0
2		Bill Endicott	Maxwell	
1 mile – Exhibition Run				
		Elfrieda Mais	Mais Special	
3 miles – Cars up to 450ci, Heat 1				
1		Eddie Hearne	Briscoe	0:03:55.8
3 miles – Cars up to 450ci, Heat 2				
1		Fred Horey	Fiat	
3 miles – Cars up to 450ci, Heat 3				
1		Cliff Woodbury	Duesenberg	
15 miles – Free-for-all				
1		Bill Endicott	Maxwell	
2		George Clark	Case	
3		Fred Horey	Fiat	
		Johnny Mais	Mais Special	
		Eddie Hearne	Briscoe	

Consisted of two 10 lap elimination races followed by a 20 lap final. The winners of the elimination races isn't known.

Sioux City Motor Speedway, SD

8th July 1916 – 2 mile dirt oval

FP	#	Driver	Car	Time
10 miles – Class E				
1		D'Alene	Duesenberg	0:07:31.96, 79.65 mph
2		Merz	Peugeot	0:07:41.34
3		Lewis	Crawford	0:08:00.90
4		Wilcox	Premier	0:08:10.80
5		Franchi	Peusun	0:08:16.05
6		Gable	Burman	0:08:17.38
7		Johnson	Crawford	0:08:28.07
8		Devigne	Delage	0:08:46.32
9		Chandler	Crawford	0:08:49.62
10		Rawlings	W.Duluth	0:09:00.60
20 miles – Class E				
1		Wilcox	Premier	0:15:18.78, 78.36 mph
2		D'Alene	Duesenberg	0:15:59.43
3		Lewis	Crawford	0:16:00.36

4	Merz	Peugeot	0:16:18.43
5	Franchi	Peusun	0:16:25.25
6	Chandler	Crawford	0:16:42.41
7	Johnson	Crawford	0:16:44.41
8	Devigne	Delage	0:16:50.41
9	Rawlings	W.Duluth	0:17:28.20
10	Klein	Kleinart	0:17:54.95
11	Gable	Burman	

50 miles – Class E

1	Wilcox	Premier	0:40:00.00, 75.00 mph
2	Lewis	Crawford	0:40:41.31
3	Johnson	Crawford	0:41:35.25
4	D'Alene	Duesenberg	0:42:45.37
5	Chandler	Crawford	0:42:46.35
6	Merz	Peugeot	0:43:02.86
7	Franchi	Peusun	0:43:35.73
8	Rawlings	W.Duluth	0:45:09.02
9	Vail	Hudson	0:46:09.29
10	Moore	Delage	0:52:00.36
R	Jones	Burman	
R	Devigne	Delage	
R	Klein	Kleinart	
R	Gable	Burman	
R	Devlin	Duesenberg	
R	Stringer	Mercer	

Cedar Falls, IA

12th July 1916

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Parker	Duesenberg	0:01:08.5
2		Johnny Raimey	Case	0:01:10.0
15 miles – Free-for-all				
1		Johnny Raimey	Case	0:19:54
2		McCune	Briscoe	
3		Dodge	Buick	

Johnny Raimey was fined $5 and costs for operating his race car on the street without a muffler for the engine.

Omaha Speedway, NE

15th July 1916 – 50 miles (1.25 miles x 40 laps)

FP	#	SP	Driver	Car	Time	Prize
1	2		Ralph DePalma	Mercedes	0:29:02.47, 103.301 mph	$1200
2	5		Eddie Rickenbacker	Maxwell	0:30:01.65	$600
3	4		Pete Henderson	Maxwell	0:30:07.16	$400
4	25		Dave Lewis	Crawford-Duesenberg	0:31:37.10	$300
5			Mel Stringer	Mercer	0:32:51.40	
6			Thomas Milton	Duesenberg	0:32:59.61	
7	10		Ralph Mulford	Hudson	24 laps/burnt bearing	
8			Ken Rawlings	West Duluth/Duesenberg	23 laps/crankshaft	
9			Hughie Hughes	Delate	16 laps	

College Hill, Oriskany Falls, NY

22nd July 1916 – 0.875 mile hillclimb

FP	#	Driver	Car	Time
Class C – 161-230 ci				
1		Paul Minnard	Buick	0:01:05.0
2		A.F.Ferris	Chevrolet	0:01:05.0
3		A.F.Ferris	Chevrolet	0:01:09.0
4		F.T.Lombard	Saxon	0:01:11.0

5	H.W.Skinner	Dodge	0:01:14.8
6	L.H.Conley	Metz	0:01:22.0

Class C – 231-300 ci

1	H.W.Skinner	Chalmers	0:01:03.0
2	Masters	Chandler	0:01:05.6
3	Hague	Hupmobile	0:01:13.0
4	Armstrong	Hupmobile	0:01:21.4
5	Jones	Hupmobile	0:01:23.0

Class C – 301-450 ci

1	Schuette	Cole	0:01:13.0
2	Klaus	Stutz	0:01:18.2

Class C – 451-600 ci

1	Daymont	Lozier	0:01:06.0
2	Schutte	Pierce	0:01:10.0
3	Brown	Pierce	0:01:57.0

Class D

1	H.W.Skinner	Chalmers Special	0:01:02.0
2	Ferris	Chevrolet	0:01:03.0
3	Ferris	Chevrolet	0:01:05.0
4	Masters	Chandler	0:01:05.2
5	Daymont	Lozier	0:01:05.4
6	Lombard	Saxon	0:01:08.0
7	Conley	Metz	0:01:09.0
8	H.W.Skinner	Dodge	0:01:10.0
9	Hague	Hupmobile	0:01:14.0
10	Jones	Hupmobile	0:01:18.5
11	Armstrong	Hupmobile	0:01:24.0

Kansas City Motor Speedway, MO

22nd July 1916

FP	#	Driver	Car	Time
99.0 miles (1.125 miles x 88 laps) – 100 mile race, Class E, under 301 ci				
1		Ralph De Palma	Mercedes Special	1:42:54, 57.75 mph $2500
2		Eddie O'Donnell	Hoskins-Duesenberg Special	1:45:06 $1000
3		George Buzane	Duesenberg-Mason Special	1:49:42 $600
4		Art Klein/Ora Haibe	King-Duesenberg Kleinart Spl	1:53:01 $400
5		Art Johnson	Crawford-Duesenberg Special	1:54:56
6		Dave Lewis	Crawford-Duesenberg Special	54 laps/out
7		Pete Henderson/Eddie Rickenbacker	Maxwell Special	53 laps/out
8		Andy Burt	Mason-Duesenberg Ogren Spl	out/axle
9		Bill Chandler	Crawford-Duesenberg Special	34 laps/out
10		Eddie Rickenbacker	Maxwell Special	32 laps/water line/overheating
11		Charles Devlin	Mason-Duesenberg	7 laps/magneto
12		William Brown	Chalmers-Brown Du Chesnau Spl	

Lap Leaders: Eddie Rickenbacker laps 1-32
Eddie O'Donnell laps 33-65
Ralph De Palma laps 66-88

49.5 miles (1.125 miles x 44 laps) – 50 mile race, Class E, under 301 ci

1	William W.Brown	Chalmers-Brown	0:20:56.88, 70.89mph,15 laps $600
2	Art Johnson	Crawford-Duesenberg	0:19:04.41, 14 laps $400
3	Eddie O'Donnell	Hoskins-Duesenberg	13 laps/steering knuckle/crash
4	Eddie Rickenbacker	Maxwell Special	7 laps/out
5	George Buzane	Mason-Duesenberg	2 laps/out
6	Art Klein	King-Duesenberg	1 lap/out

Originally scheduled for 44 laps, the distance was first reduced to 22 laps (24.75 miles), but only 15 laps (16.875 miles) were completed due to O'Donnell's crash on lap 14. The referee halted the race, and finishing positions were awarded based on the order in which they crossed the line when the event was stopped.

Westmoreland Fairgrounds, Youngswood, PA

22nd July 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time	
1 mile – Time Trial					
1		F.B.Lightner	Miles	0:01:10.8	
2		Dickinson	Stutz	0:01:11.0	
3		James Wier	Wisconsin	0:01:12.4	
4		F.M.Seanor	Haynes	0:01:15.0	
5		Monahan	Packard	0:01:16.0	
6		Sharman	Mercer	0:01:16.4	
7		N.P.Fetterman	Haynes	0:01:17.2	
8		Dailey	Dort	0:01:18.6	
9		Preston	Oakland	0:01:19.6	
10		Bell	Sun	0:01:20.0	
11		I.P.Fetterman	Peerless	0:01:21.4	
12		Lambert	Stutz	0:01:23.0	
3 miles – Class E					
1		F.B.Lightner	Miles	0:03:56.5	
2		Bell	Sun	0:04:04.4	
3		Dailey	Dort	0:04:14.8	
R		Preston	Oakland	4 laps	
R		Sharman	Mercer	*eliminated in semi-final*	
R		N.P.Fetterman	Haynes	*eliminated in semi-final*	
R		F.M.Seanor	Haynes	*eliminated in semi-final*	
3 miles – Class E					
1		Dickinson	Stutz	0:03:46.4	
2		Monahan	Packard	0:03:48.2	
3		Wier	Wisconsin	0:03:51.0	
4		Lambert	Stutz	0:04:01.8	
5		I.P.Fetterman	Peerless	0:04:19.8	
5 miles - Exhibition					
1		Christiaens	Sunbeam	0:07:07.8	
2		Calvin	Sunbeam	0:07:07.8	
25 miles – Class D					
1		Dickinson	Stutz	0:32:30.0	
2		F.M.Seanor	Haynes	0:34:52.0	
3		Wier	Wisconsin	0:38:50.0, 39 laps	
R		Monahan	Packard	42 laps	
R		F.B.Lightner	Miles	35 laps	
R		Sharman	Mercer	5 laps	
5 miles - Handicap					
1		Lambert	Stutz	0:07:26.4	*0m30s handicap*
2		I.P.Fetterman	Peerless	0:07:28.0	*0m18s handicap*
3		Bell	Sun		*0m15s handicap*
R		N.P.Fetterman	Haynes	5 laps	*scratch*
R		C.H.Dailey	Dort	1 lap	*0m05s handicap*

Rose City Speedway, Portland, OR

23rd July 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
Pursuit Race				
R		Ulysses Aubry		accident

Aubry's car left the track and tore through a fence. He died from his injuries, and his mechanician, Frank Lake, was badly injured and died in an ambulance while being taken to hospital.

Sanctioned by the AAA, but they never received an official report of the event.

Sheepshead Bay Speedway, NY

29th July 1916 – 2 mile board oval

FP	#	Driver	Car	Time

10 miles – Exhibition

	Adams	Adams	no time taken
	Sartori	Darracq	

4 miles - Exhibition

	Franchi	Blitzen Benz	no time taken

Paris, IL

30th July 1916

FP	#	Driver	Car	Time
100 miles				
1		B.F.Davis	Ford Special	
3		Earl E.Frazier	Ford Special	2:32:55

15 starters

Lubbock, TX

3rd-5th August 1916

FP	#	Driver	Car	Time
3rd August: 50 miles – Small cars				
1			Buick	
2			Maxwell	
3			Ford	
3rd August: 50 miles – Stock cars				
1			Hudson White Super Six	
2			Hudson Black Super Six	
3			Hupmobile	
4th August: 50 miles – Small cars				
1			Mitchell	
2			Buick	
3			Hupmobile	
4th August: 50 miles – Stock cars				
1			Hudson White Super Six	
2			Hudson Black Super Six	
3			Buick	
5th August: 150 miles – Free-for-all				
1			Hudson White Super Six	
2			Pierce-Arrow	
3			Hudson Black Super Six	

Pike County Fairgrounds, Waverly, OH

4th August 1916

FP	#	Driver	Car	Time
40 miles				
1		Cliff Friend	Buick	0:01:01
2		Al Foster	Westcott Special	
3		Halterman	Marion	

Indianapolis Motor Speedway, IL

9th August 1916

FP	#	Driver	Car	Time
25 miles				
1		Johnny Aitken		0:16:40

2	Charles Merz		
3	Howard Wilcox		
4	Gil Anderson		

5 miles

1	Johnny Aitken		0:03:18.8

This was an entertainment feature for members of the Union Printers' National Baseball league – this was their ninth annual tournament in Indianapolis.

Johnson County Fairgrounds, IA

11th August 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		C.R.Parker	Duesenberg	0:01:11.0
2		C.M.Walters	Buick	0:01:12.1
30 laps – Free-for-all				
1		C.R.Parker	Duesenberg	0:38:27
2		J.A.Thompson	Ford	
3		Floyd Willard	Ford	
R		C.M.Walters	Buick	
R		Shaffer	Chevrolet	10 laps/broken axle
R		I.M.Dodge	Buick	0 laps/accident/overturned
NS		Basil T.Barber	Bug	

There were 8 entries, 7 starters. There were 10 entries in the meeting as a whole. Other entrants announced in advance were:

	F.S.Jordan	National
	Ives Boyington	Ford
	L.L.Wing	Ford
	Gus Monckmeier	Staver
	Fred Gilbert	Mercer

Pikes Peak, CO

11th-12th August 1916 – 12.420 mile hillclimb

FP	#	Driver	Car	Time
11th August: Class E, under 231 ci				
1	6	Fred H.Junk	Chalmers	0:23:04.6
2	5	Roy Stentz	Chalmers	0:23:29.9
3	4	H.S.Jones	Grant	0:26:05.3
4	19	Guy Peterson	Ford	0:28:00.3
5	10	H.A.Wetmore	Saxon	0:28:43.4
6	25	E.H.Knowles	Ford	0:29:25.7
7		Spangler	Ford	0:36:58.8
R	21	Walt Henry	Ford	DNF
R	18	Worthington Turner	Maxwell	DNF
R	7	Marion M.McCoy	Buick	DNF
R	14	Neil Whalen	Milac Special	DNF
11th August: Class E, over 231 ci				
1	8	Ralph Mulford	Hudson Super 6 Special	0:18:24.7
2	32	George Buzane	Duesenberg	0:23:48.4
3	35	Ernest Parrish	Mercer	0:28:31.8
4	16	Barney Oldfield	Delage	0:31:38.6
5	10	A.H.Patterson	Hudson	0:32:15.0
R	6	E.A.Walden	Chalmers	DNF
R	5	Roy Stentz	Chalmers	DNF
R	12	Hughie Hughes	Duesenberg	DNF
R	26	Walter Christiansen	Ford	DNF
12th August: Class D – Penrose Trophy				
1	29	Rea Lentz	Romano	0:20:56.6
2	8	Ralph Mulford	Hudson	0:21:40.5
3	6	Fred H.Junk	Chalmers	0:22:46.7
4	1	Harold Brinker	Cadillac	0:22:51.6
5	10	Hughie Hughes	Hudson	0:22:55.1

6	3	Pete Mortenson	Cadillac	0:23:30.7
7	4	Henry S.Jones	Grant	0:25:44.0
8	36	E.H.Knowles	Ford	0:26:20.4
9	19	Guy Peterson	Ford	0:26:22.1
10	5	Roy Stentz	Chalmers	0:26:28.0
11	2	C.C.Morgan	Studebaker	0:28:23.1
12	16	Barney Oldfield	Delage	0:29:27.0
	7	Marion McCoy	Buick	
	9	James Weir	Wisconsin	
	12	Hughie Hughes	Duesenberg	
	14	Neil Whalen	Milac Special	
	15	Gustav Duaray	Stutz	
	18	Worthington Turner	Maxwell	
	34	Berne Hopkins	Hudson	
R	30	H.A.Wetmore	Saxon	DNF
R	21	Walt Henry	Ford	DNF
R	20	Alva Hughson	Pathfinder	DNF
R	35	Ernesy Parrish	Mercer	DNF
R	32	George Buzane	Duesenberg	DNF

Speedway Park, Chicago, IL

17th August 1916

FP	#	Driver	Car	Time
1 hour Record Trial				
		Ralph De Palma	Mercedes	0:32:11.65, 56 miles

De Palma suffered a stuck valve.

Flemington Fairgrounds, NJ

18th August 1916

FP	#	Driver	Car	Time
½ mile – Time Trial				
1		Dickinson	Stutz	0:00:34.00
2		Moore	Mercer	0:00:35.75
3		Gouirand	Mercer	0:00:37.00
4		Bauer	Chevrolet	0:00:38.75
5		Gifford	Ford	0:00:40.75
6		Rollins	National	0:00:43.25
R		Duryea	Ford	valve
3 miles – Class E, under 301 ci				
1		Gouirand	Mercer	0:05:30.5
2		Bauer	Chevrolet	
3		Gifford	Ford	
4		Moore	Mercer	went through fence on lap 4
3 miles – Class E, under 451 ci				
1		Dickinson	Stutz	0:03:56.25
2		Bauer	Chevrolet	0:03:57.25
3		Gouirand	Mercer	
4		Gifford	Ford	
5		Rollins	National	
3 miles – Class D				
1		Dickinson	Stutz	0:03:52.00
2		Bauer	Chevrolet	0:03:52.75
3		Gouirand	Mercer	
R		Rollins	National	2 laps
3 miles – Class D, Flying Start				
1		Rich	Stutz	0:03:43
2		Bauer	Chevrolet	0:03:46
3		Gouirand	Mercer	
R		Rollins	National	3 laps
1 mile – Exhibition Time Trial				
		Dickinson	Stutz	0:01:08

3 miles - Handicap

1	Gouirand	Mercer	0:03:56.25	*0m25s handicap*
2	Bauer	Chevrolet	0:03:58	*0m09s handicap*
R	Dickinson	Stutz	4 laps/wheel	*scratch*

Speedway Park, Chicago, IL

19th August 1916 – 2 mile board oval

FP	#	Driver	Car	Time
20 miles – Class E, Heat 1				
1		Dario Resta	Peugeot	0:11:42.61
2		Galvin	Sunbeam	0:11:46.15
3		D'Alene	Duesenberg	0:12:10.38
4		Dave Lewis	Hoskins	0:15:28.70
5		Buzane	Duesenberg	9 laps/flagged
R		Christiaens	Sunbeam	5 laps
R		Milton	Duesenberg	5 laps
R		Ralph De Palma	Mercedes	2 laps
20 miles – Class E, Heat 2				
1		Galvin	Sunbeam	0:11:37.59, 103.15 mph
2		Dave Lewis	Hoskins	0:11:37.72
3		D'Alene	Duesenberg	0:12:20.12
R		Christiaens	Sunbeam	6 laps
R		Milton	Duesenberg	5 laps
R		Buzane	Duesenberg	5 laps
20 miles – Class E, Heat 3				
1		Dave Lewis	Hoskins	0:12:07.30
2		D'Alene	Duesenberg	0:12:13.79
3		Buzane	Duesenberg	0:14:49.17
4		Christiaens	Sunbeam	8 laps/flagged
5		Milton	Duesenberg	6 laps/flagged
20 miles – Class E, Heat 4				
1		Buzane	Duesenberg	0:12:27.68
2		D'Alene	Duesenberg	0:12:42.07
3		Christiaens	Sunbeam	6 laps
4		Milton	Duesenberg	6 laps
20 miles – Class E, Heat 5				
1		D'Alene	Duesenberg	
R		Christiaens	Sunbeam	withdrawn
R		Milton	Duesenberg	withdrawn

The winners of the heats went through to the final.

50 miles – Class E, Final				
1		Dario Resta	Peugeot	0:29:52.49, 100.42 mph
2		Dave Lewis	Hoskins	0:29:56.77
3		Buzane	Duesenberg	0:30:46.37
4		Galvin	Sunbeam	0:31:27.88
5		D'Alene	Duesenberg	0:32:03.40

Butler, PA

22nd August 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		Robinson	Haynes	0:01:16.50
2		Jones	Klein	0:01:19.25
3		Ripple	ACW	0:01:19.75
4		Wynn	Saxon Six	0:01:21.25
5		Willetts	Buick	0:01:22.50
6		Dailey	Dort	0:01:25.25
3 miles – Class E				
1		Robinson	Haynes	0:03:48.75

2	Dailey	Dort	
3	Wynn	Saxon Six	

15 miles – Class D

1	Robinson	Haynes	0:18:43.75
2	Bush	Klein	
3	Ripple	ACW	
4	Wynn	Saxon Six	
5	Dailey	Dort	

Albert Lea Country Club, MN

24th August 1916

Community Picnic Day. There was an "Auto Flag Race" between Otto Morreim and Sig Haugdahl, and "the former won from Sig by a narrow margin." Both drove Fords.

Marion Fairgrounds, IA

25th August 1916

FP	#	Driver	Car	Time

5 miles – Free-for-all, 6 cylinder stock-cars

1			Chalmers 6-30	

5 miles – Free-for-all, 4 cylinder stock-cars

?

Part of the Inter-State Fair.

Iowa State Fairgrounds, Des Moines, IA

26th August 1916

FP	#	Driver	Car	Time

50 laps

1		Fred Horey	Fiat	
2		Bill Endicott	Sweeney Special	
3		George Clark	Case	
4		Dave Koetzla	Case	
5		Kilpatrick	Briscoe	
6		Louis LeCocq	Briscoe	
7		Striedal	Stafford	
8		Woodbury	Duesenberg	

Kalamazoo, MI

27th August 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time

100 miles – Class D

		Andy Burt	Stutz	fatal accident
		Jack Peacock	Sunbeam	fatal accident
		Armentrout	Cino	
		McNay	Ostewig	
		Al W.Downs	Buick	accident
		Otto Henning	Ogren	accident
		Klein	Crawford	
		Lewis	Crawford	
		Billy Chandler	Crawford	
		Thomas Ball	Chalmers	
		Hursh	Hursh	
		Buzane	Duesenberg	
		McCord	Cino	

Race was called off on account of a first lap accident. 11 cars crashed into each other at the quarter-mile turn near the start of the race. Marion Arnold, mechanician for Andy Burt, was decapitated in the accident, and Jack Peacock was killed due to his injuries. A further eight people were injured - J.E.Marquette (mechanician for Peacock), Al W.Downs, Roy Newton (mechanician for Downs), Andy Burt, Otto Henning, Jimmie Alexander (mechanician for Billy Chandler), Thomas Ball and Guy L.Bailey (mechanician for Ball). Peacock overturned as he rounded the first turn of the second mile after hitting the fence - Burt hit the overturned car, and nine other cars then piled into the wreckage.

Belleville, KS

29th August 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles - Free-for-all, Heat 1				
1		Glen Breed	Hudson Super-Six	
2		Otho Munger	Buick Light-Six	
3		Young	Young Special	
5 miles - Free-for-all, Heat 2				
1		Glen Breed	Hudson Super-Six	
2		Young	Young Special	
3		Otho Munger	Buick Light-Six	
5 miles - Free-for-all, Heat 3				
1		Otho Munger	Buick Light-Six	
2		Young	Young Special	
NS		Glen Breed	Hudson Super-Six	withdrew

Having won the first two heats, Breed sat out the third, as he had won the event - it was best of three.

Overall Result				
1		Glen Breed	Hudson Super-Six	
2		Otho Munger	Buick Light-Six	
3		Young	Young Special	

Iowa State Fairgrounds, Des Moines, IA

1st September 1916

FP	#	Driver	Car	Time
25 miles - International State Fair Championship, Final				
1		George Clark	Case	0:30:09.8
2		Louis LeCocq		
R		Fred Horey		39 laps/engine
R		Bill Endicott		38 laps/engine
2 miles - Triangular Race				
1		Bill Endicott		
2		George Clark		
3		Fred Horey		

The race was run twice as the starter forgot to give the drivers the flag in the first race, and they drove an extra lap.

5 miles - Cars of 300 ci				
1		Eddie Hearne	Briscoe	
3 miles - Cars of 450 ci				
1		Dave Koetzla	Case	
10 miles - Ford Race, Final Heat				
1		J.W.Thompson	Ford	0:13:43
2		S.W.Sleece	Ford	

Thompson won the right to represent Iowa in the International Ford races at Detroit in October.

Central City, IA

2nd September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
20 miles				
		Gus Monckmeier	Staver	
		F.Hart	Stutz	
		L.L.Wing	Ford	
		A.M.Gallman	Ford	
		Frank Jordan	National	
		A.C.Ehrishman	Ford	
		Glen H.Feigh	Buick	
		Walters	Duesenberg	
		Parker		

Part of the 8th Annual Wapsie Valley Fair. The result is not known.

Bennings, DC

4th September 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Class E, under 301 ci				
1		French	Kline-Kar	0:06:07.4
2		Burbage	Burbage	0:06:08.8
3		Morton	Biddle	0:06:15.2
4		Weightman	Hupmobile	
5		Oden	Oden	
6		Gooch	Locomobile	
5 miles – Class E, under 451 ci				
1		Barber	LCB	0:05:46.0
2		French	Kline-Kar	0:05:49.4
3		Burbage	Burbage	0:05:53.8
4		Moore	Kline-Kar	
5		Kessler	Marq-Buick	
6		Gibson	Semmes	
7		Morton	Biddle	
8		Gooch	Locomobile	
3 miles – Exhibition Trial				
1		Gish	Haynes	0:04:01.0
2		Wynn	Jeffrey	0:04:11.6
15 miles – Class D				
1		Barber	LCB	0:16:48.6
2		Dickinson	Stutz	0:17:03.4
3		Moore	Kline-Kar	
4		French	Kline-Kar	
5		Burbage	Burbage	
6		Kessler	Marq-Buick	
7		Morton	Biddle	
8		Gibson	Semmes	
R		Weightman	Simplex	1 lap
5 miles – Match Race				
1		Dickinson	Stutz	0:05:29.2
2		Barber	LCB	0:05:30.6
5 miles - Handicap				
1		Dickinson	Stutz	0:05:40.0
2		Moore	Kline-Kar	0:05:42.2
3		Gibson	Semmes	
4		Morton	Biddle	
5		Burbage	Burbage	
6		Weightman	LCB	

Pulaski Fairgrounds, PA

4th September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		Bush	Bush	0:01:13.00
2		Jones	Kline	0:01:16.00
3		Ripple	ACW	0:01:17.00
4		Schwarz	National	0:01:17.75
5		Smith	Glenwood	0:01:18.00
6		Fulkerson	Michigan	0:01:20.00
7		Heist	Stutz	0:01:21.50
8		Halley	HK	0:01:24.00
9		Austin	Metz	0:01:30.00
3 miles – Class E, under 301 ci				
1		Fulkerson	Michigan	0:03:24
2		Austin	Metz	
3		Smith	Glenwood	
3 miles – Class E, under 451 ci				
1		Ripple	ACW	0:04:10
2		Fulkerson	Michigan	
3		Halley	HK	
4		Heist	Stutz	
5		Smith	Glenwood	
R		Schwarz	National	0 laps
3 miles – Class D				
1		Ripple	ACW	0:03:50.5
2		Jones	Kline	
3		Heist	Stutz	
4		Halley	HK	
5		Bush	Bush	
6		Schwarz	National	
5 miles – Class D				
1		Ripple	ACW	0:06:53.0
2		Heist	Stutz	
3		Halley	HK	
4		Smith	Glenwood	
5		Bush	Bush	
6		Fulkerson	Michigan	
R		Jones	Kline	4 laps

Spencer Park, Cass County Fairgrounds, Logansport, IN

4th September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1		Harry Elmore	Interstate	0:41:21
2		Harry Magee	Magee Special	
3		Lee Bible	Buick	
R		William Skinner	Ford	accident
R		Carl Burkhardt	Maxwell	accident
R		George Schlusser	National	accident/broke leg

Schlusser was attempting to lap Burkhardt when he hit him and crashed into the fence. Burkhardt span around, putting the car out of commission, but leaving Burkhardt and his mechanician William Croft uninjured. Skinner retired after he hit debris from the accident. There were ten starters, four finishers.

Spokane, WA

4th-5th September 1916

FP	#	Driver	Car	Time

4th September: 1 mile – Time Trial

1	Rae Lentz	Romano	0:01:05.6
2	Gus Douray	Stutz	0:01:06.4
3	Charles Latta	Dodge	0:01:11.0
4	P.J.Erdman	Erdman	0:01:17.8
5	Jud Case	Ford	0:01:18.8
6	D.D.Skinner	Saxon	0:01:20.0
7	F.M.Pentacost	Schneider	0:01:33.0

4th September: 20 miles – Class C, 161-230 ci

1	Charles Latta	Dodge	0:25:23
2	P.J.Erdman	Erdman	0:25:29
3	Jud Case	Ford	0:25:45
4	R.C.Belshaw	Crow-Elkhart	0:26:30
5	D.D.Skinner	Saxon	

4th September: 2.5 miles - Pursuit

1	Rae Lentz	Romano
2	Gus Douray	Stutz
3	Charles Latta	Dodge
4	P.J.Erdman	Erdman

4th September: 20 miles – Class D

1	Rae Lentz	Romano	0:23:36.5
2	Gus Douray	Stutz	0:23:38.4
3	Charles Latta	Dodge	0:23:56.0
4	A.C.Matteson	Hudson	0:24:56.0
5	P.J.Erdman	Erdman	

5th September: 10 miles – Class C, 161-230 ci

1	Charles Latta	Dodge	0:13:08.4
2	P.J.Erdman	Erdman	0:13:27.0
3	Jud Case	Ford	0:13:35.0
R	D.D.Skinner	Saxon	accident

5th September: 50 miles – Class D

1	Charles Latta	Dodge	0:58:55.0
2	P.J.Erdman	Erdman	1:06:00.75
3	A.C.Matteson	Hudson	1:09:14.5
4	Rae Lentz	Romano	
R	Gus Douray	Stutz	crankcase
R	F.M.Pentacost	Schneider	steering knuckle

Knoxville, TN

5th September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time

50 miles

W.E.Lockett was killed when his car threw a tyre on the 12th lap, hurling the driver from the car – the following racer ran over him and crushed him to death.

Hampton Beach, NH

9th September 1916

FP	#	Driver	Car	Time
1		Edmund Peters		
2		Frank H.Smith		
3		Oslan T.Wadleigh		

Part of the second annual Hampton Beach carnival.

Indianapolis, IN

9th September 1916

FP	#	Driver	Car	Time

20 miles (2.5 miles x 8 laps) - 300 ci

1	1	John Aitken	Peugeot	0:12:37.35, 95.068 mph
2	5	Howard Wilcox	Premier	0:12:37.68
3	12	Louis Chevrolet	Sunbeam	0:13:12.88
4	19	Hughie Hughes	Hoskins-Duesenberg	0:13:36.90
5	6	Dave Lewis	Premier	0:14:03.85
6	18	Ralph DePalma	Peugeot	0:14:04.62
7	14	George Buzane	Duesenberg	0:14:11.34
8	17	Harry McNay	Osteweg-Stutz	0:15:52.18

50 miles (2.5 miles x 20 laps) – 300 ci

1	1	John Aitken	Peugeot	0:32:40.33, 91.821 mph
2	19	Hughie Hughes	Hoskins-Duesenberg	0:32:40.61
3	12	Louis Chevrolet	Sunbeam	0:32:41.10
4	8	Wilbur D'Alene	Duesenberg	0:33:25.85
5	6	Dave Lewis	Premier	0:34:05.46
6	5	Howard Wilcox	Premier	0:35:24.89
7	14	George Buzane	Duesenberg	0:35:32.87
8	18	Ralph DePalma	Peugeot	7 laps/Out
9		Art Klein	Crawford-Duesenberg	7 laps/Out

Speedway Park, Chicago, IL

10th September 1916 – 2 mile board speedway

FP	#	Driver	Car	Time
20 miles – For Ford Specials				
1	1	Paul D.Harvey	Ford	0:19:06.8, 62.78 mph
2	24	Emil Laznasky	Ford	0:19:12.4
3	3	V.W.Jury	Ford	0:19:41.4
4	17	H.A.Wolf	Ford	0:20:44.2
30 miles – For Ford Specials				
1	37	B.F.Davis	Ford	0:29:47.6, 60.42 mph
2	2	Verne Abbot	Ford	0:29:53.4
3	4	P.F.Walter	Ford	0:32:46.0
4	25	Clarence Shurborne	Ford	0:34:25.2
50 miles – For Ford Specials				
1	1	Paul D.Harvey	Ford	0:48:10.0, 62.28 mph
2	24	Emil Laznasky	Ford	0:49:08.4
3	6	Henry Mueller	Ford	0:52:35.4
4	41	Peter F.Cardell	Ford	0:52:45.6

Milwaukee, WI

15th-16th September 1916

FP	#	Driver	Car	Time
15th September: 5 miles - Exhibition				
1		George Clark	Case	0:04:29
15th September: 5 miles – Small car race				
1		Fred Willard	Ford Special	0:05:17
2		Hoffman	Case Comet	
3		Omar Toft	Mercedes	
15th September: 5 miles – Amateur Drivers				
1		Jack Sullivan	Marmon	0:05:51
15th September: 5 miles – Interfair Sweepstakes, Heat 1				
1		Fred Horey	Fiat	0:05:21
2		Kilpatrick	Briscoe	
3		Hoffman	Case	
15th September: 5 miles – For drivers entered by state fair members of IMCA				
1		Ben Gotof	Sunbeam	0:05:23
2		George Clark	Case	
3		Fred Willard	Ford Special	

15th September: 10 miles

1	George Clark	Case	0:09:18
2	Ben Gotof	Sunbeam	
3	Fred Horey	Fiat	
R	Jack Kilpatrick	Briscoe	

15th September: 1 mile – Time Trial

1	George Clark	Case	0:00:54
2	Jack Kilpatrick	Briscoe	0:00:55
3	Fred Horey	Fiat	0:00:57
4	J.Hoffman	Case Comet	0:00:57
5	Bill Endicott	Sweeney Special	0:00:59
6	Fred Willard	Ford Special	0:00:59.4
7	Kessler	Case Bullet	0:01:01
8	Omar Toft	Mercedes	0:01:02

16th September: 5 miles

R	Jack Sullivan	Marmon	threw a wheel

16th September: 0.5 hour race

1	George Clark	Case	31 miles
2	Fred Horey	Fiat	

16th September: 5 miles – Match Race

1	Irving Hoffman	
2	Fred Horey	

16th September: 5 miles – Pursuit Race

1	Al Striegel	SCAT
2	McNay	Cino
3	Irving Hoffman	Case

16th September: 5 miles – Division 4

1	Kilpatrick	Briscoe	0:05:03
2	Fred Horey		
3	Ben Gotof		

Sioux City, IA

17th-18th September 1916

Part of the Interstate Fair. It was to feature auto races with the following entrants:

Eddie Hearne	
Johnny Raimey	*Maxwell*
Louis LeCocq	
Dave Koetzla	
Johnny Mais	
Al Striegel	

Elfrieda Mais was also to drive an exhibition. No other details are known.

Washington State Fairgrounds, Yakima, WA

18th September 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		Lentz	Romano	0:00:52.5
2		Dimmick	Schneider	0:00:53.75
3		Barsby	Hudson	0:00:54.25
4		Duray	Stutz	0:00:57.5
5		Charles Latta	Dodge	0:00:57.75
6		P.J.Erdman	Ford	0:00:59.5
7		Johnson	Chevrolet	0:01:08.5
10 miles – Pursuit				
1		Barsby	Hudson	0:09:31.0
2		Dimmick	Schneider	0:09:31.0
3		Duray	Stutz	0:09:31.5
R		Lentz	Romano	7 laps/crankshaft

20 miles – Class E, under 231 ci, Invitation

1	Charles Latta	Dodge	0:20:16.0
2	P.J.Erdman	Ford	0:22:28.0
3	Johnson	Chevrolet	0:23:54.8
4	Fulmer	Coey	

35 miles – Class D

1	Dimmick	Schneider	0:32:20.0
2	Charles Latta	Dodge	0:34:12.0
3	Barsby	Hudson	0:34:16.0
4	Duray	Stutz	tyres
5	Erdman	Ford	

Kansas State Fairgrounds, Hutchinson, KS

20th September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time

0.5 miles – Time Trials

1		Cliff Woodbury	Duesenberg	0:00:35.4
2		Louis LeCocq	Briscoe	0:00:36.0
3		Sig Haughdahl	Mercer	0:00:37.0
		Russell George Marr	Marr Special	
		Dave Koetzla	Case 47	
		Eddie Hearne	Briscoe	
		Art Klein	Maxwell	

5 miles – Match Race

1		Louis LeCocq	Briscoe	0:06:22.4
2		Dave Koetzla	Case 47	

3 miles – Heat 1, Standing Start

1		Eddie Hearne	Briscoe	0:04:02.4
2		Cliff Woodbury	Duesenberg	
3		Sig Haugdahl	Mercer	
4		Art Klein	Maxwell	

1 mile – Exhibition Run

The "Ford Champion Baby Auto Racer" completed the distance in 1m18.0.

5 miles – Australian Pursuit

1		Eddie Hearne	Briscoe	0:06:14.6
2		Louis LeCocq	Briscoe	
3		Sig Haughdahl	Mercer	
4		Cliff Woodbury	Duesenberg	
5		Dave Koetzla	Case 47	

1 mile – Exhibition Run

1		Louis LeCocq	Briscoe	0:01:12.4
2		Eddie Hearne	Briscoe	0:01:13.0

5 miles – Free-for-all

1		Eddie Hearne	Briscoe	0:06:14.2
2		Louis LeCocq	Briscoe	
3		Cliff Woodbury	Duesenberg	
4		Sig Haugdahl	Mercer	
5		Art Klein	Maxwell	

The meeting was sanctioned by IMCA.

Kansas State Fairgrounds, Hutchinson, KS

21st September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time

1 mile – Time Trial

1	1	Glen Breed	Hudson Super-Six	0:01:09.9
2	23	Eddie Hearne	Briscoe	0:01:12.0
3		Sig Haugdahl	Mercer	0:01:14.0
4		Jules Ellingboe	Ford	0:01:15.4

5 miles – Match Race

1	1	Glen Milton Breed	Hudson Super-Six	0:05:50
2	23	Eddie Hearne	Briscoe	

3 miles – First Heat Race

1	23	Eddie Hearne	Briscoe	0:03:51.2
2		Cliff Woodbury	Duesenberg	
3		Sig Haugdahl	Mercer	
4		Johnny Mais	Mais Special	

5 miles – Preliminary Heat, Interstate Fair Sweepstakes

1		Phil "Red" Shafer	Maxwell	0:06:20.8
2		Cliff Woodbury	Duesenberg	
3		Dave Koetzla	Case 47	
4		Eddie Hearne	Briscoe	
5		Sig Haugdahl	Mercer	
6		Johnny Mais	Mais Special	

25 miles – Interstate Fair Sweepstakes

1		Cliff Woodbury	Duesenberg	0:30:54.8
2		Johnny Mais	Mais Special	
3	23	Eddie Hearne	Briscoe	
4		Louis LeCocq	Briscoe	broken hub
5		Sig Haugdahl	Mercer	running
6		Dave Koetzla	Case 47	ignition
7		Phil "Red" Shafer	Maxwell	fire

Shafer pulled into the pits to change a spark plug – when his engine was restarted, gasoline spilled from the carburettor and caught fire. Bob Hearne, Eddie's brother, rode as Eddie's riding mechanic.

Cedar Valley Fair, Cedar Falls, IA

22nd September 1916

FP	#	Driver	Car	Time

1 mile – Time Trial

1		C.R.Parker	Duesenberg	0:01:08.5
2		Lauer	Chalmers	0:01:09.5
3		Walters	Buick	0:01:10.0
4		Schiebel	Clerzy Special	0:01:15.0
5		Monckmeier	Staver	0:01:17.5
6		Brown	Empire	0:01:36.0

10 mile - Free-for-all

1		Lauer	Chalmers	
2		Monckmeier	Staver	
3		Schiebel	Clerzy Special	
4		Galvin	Ford	

15 mile - Free-for-all

1		C.R.Parker	Duesenberg	
2		Lauer	Chalmers	
3		Schiebel	Clerzy Special	
4		Melhauser	Chalmers	
R		J.M.Walters	Buick	1 lap/engine

Sturgis, SD

22nd September 1916

Part of the County Fair. Bernard J.Webster overturned in a corner – he died from crush injuries.

Macomb, IL

23rd September 1916

Louis Corbeille was severely injured and his mechanician Thomas Colemeyer was hurt when their auto driven in a 100 mile race blew out a tyre and dashed through a fence. A rail went through

the radiator and hit Corbeille. Roy Humphrey and George Hemingway were both injured when their auto turned over during the race.

St Louis-Keokuk-St Louis Reliability Run, MO

23rd-25th September 1916 – 383 miles

FP	#	Driver	Car	Penalties
Class A – Owners				
1		Adolph H.Conrad	Franklin	7
2		William A.Weston	Stutz	15
=		C.P.Van Grasferland	Hudson	15
4		C.P.Schwaner	Hudson	17
5		E.F.Wiederholdt	Winton	39
6		William T.Hill	Cadillac	40
7		V.Chew	Packard	47
8		Fred Class	Dorris	53
9		E.C.Klipstein	Franklin	65
10		Lucien A.Paule	Packard	66
11		Wells L.Church	Cole	106
12		William H.Muller Jr	Cadillac	293
Class B – Members (Driven by chauffeurs)				
1		Nat Appelby	Peerless	24
2		William Reppeg	Hudson	500

Lima Driving Park, OH

26th September 1916

FP	#	Driver	Car	Time
15 miles				
1		Herb Rudy	Lightning Comet	

Rudy set what was reported to be a world record for a mile on a half mile track on the 12th mile when he completed the distance in 1m02.5.

Other Entrants:		
	W.H.Brown	Chevrolet
	Marsh Bowman	Saxon
	Charles Mowery	Stutz
	William Dowty	Chevrolet
	Thomas Richardson	Studebaker Special
	Ralph Ormsby	Buick Special
	B.Snyder	Ford Special
	Z.I.Sheets	Ital
	Herman Rogers	Maxwell
	S.A.Leatherman	Buick
	F.A.Gullinger	Mitchell Special
	F.W.Dimler	Mercer
	P.I.Hursh	Buick

Du Bois Fairgrounds, PA

28th September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		J.D.Kerr	National	0:01:14.0
2		F.E.Bush	Bush	0:01:17.0
3		W.B.Jones	Kline	0:01:19.5
4		C.M.Heist	Great Western	0:01:21.6
5		A.C.Halley	HK	0:01:23.0
6		A.W.Smith	Glenwood	0:01:25.0
7		George Halley	Stutz	0:01:25.0
8		F.E.Bush	Great Western	0:01:30.6
NS		A.C.Wilson	ACW	DNS
NS		F.H.Willetts	Buick	DNS

3 miles – Class E, under 451 ci

1	J.D.Kerr	National	0:04:13.4
2	C.M.Heist	Great Western	
3	A.W.Smith	Glenwood	
4	George Halley	Stutz	
R	A.C.Halley	HK	1 lap

3 miles – Class E, 301 ci and over

1	J.D.Kerr	National	0:03:46.0
2	F.E.Bush	Bush	0:03:50.0
3	W.B.Jones	Kline	
4	George Halley	Stutz	
5	A.C.Halley	HK	

3 miles – Class D

1	J.D.Kerr	National	0:03:49.4
2	F.E.Bush	Bush	0:03:55.0
3	C.M.Heist	Great Western	
4	A.W.Smith	Glenwood	

Trenton Fairgrounds, NJ

29th September 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Class E, under 301 ci, Heat 1				
1		Haines	Mercer	0:06:28.2
2		McBride	Mercer	
5 miles – Class E, under 301 ci, Heat 2				
1		G.Bergdoll	Erwin	0:07:55.2
2		Dolan	Stutz	

Races were abandoned due to rain.

Lincoln County Fairgrounds, North Platte, NE

30th September 1916

FP	#	Driver	Car	Time
10 miles				
1		King Riley		0:13:15
2		Minor Hinman		
3		E.M.Smith		

Part of the Lincoln County Fair.

Dean's Driving Park, Palatine, IL

30th September 1916

Auto Derby Day. Only one five mile race was held as only a very small crowd turned up.

Fresno, CA

1st October 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
10 miles – Class E, under 301 ci, Heat 1 – Standing Start				
1		Cooper	Stutz	0:09:17.6
2		Bolden	Bolden-Crosby	0:09:18.0
3		Elliott	Gordon	0:09:28.2
4		Price	Price	
5		Roads	Studebaker	
6		Drake	Drake	

7	Hancock	Buick	8 laps
R	Oldfield	Delage	6 laps/valve

10 miles – Class E, under 301 ci, Heat 2 – Rolling Start

1	Cooper	Stutz	0:09:34.0
2	Bolden	Bolden-Crosby	0:09:36.2
3	Roads	Studebaker	0:09:47.4
4	Elliott	Gordon	

10 miles – Class E, under 301 ci, Heat 3 – Flying Start

1	Cooper	Stutz	0:09:12.0
2	Bolden	Bolden-Crosby	0:09:15.8
3	Price	Price	0:09:23.2
4	Elliott	Gordon	
5	Drake	Drake	
6	Roads	Studebaker	

10 miles – Class E, under 451 ci, Heat 1 – Standing Start

1	Hill	Mercer	0:09:14.8
2	Elliott	Gordon	0:09:16.4
3	Durant	Stutz	0:09:21.6
4	Price	Price	
R	Cooper	Stutz	8 laps/tyre
R	Strachan	Buick	5 laps
R	Moosie	Gandy	2 laps
R	Drake	Drake	2 laps

10 miles – Class E, under 451 ci, Heat 2 – Rolling Start

1	Cooper	Stutz	0:08:49.8
2	Durant	Stutz	0:09:27.6
3	Hill	Mercer	0:09:27.8
4	Moosie	Gandy	0:09:34.6
5	Price	Price	
6	Strachan	Buick	
7	Drake	Drake	

10 miles – Class E, under 451 ci, Heat 3 – Flying Start

1	Cooper	Stutz	0:09:14.8
2	Durant	Stutz	0:09:15.4
3	Moosie	Gandy	0:09:16.2
4	Strachan	Buick	
5	Price	Price	
6	Elliott	Gordon	
7	Drake	Drake	

Marshfield Fairgrounds, WI

1st October 1916

FP	#	Driver	Car	Time
3 miles – Match Race				
1	5	Lee Oldfield	Mercedes	
2	8	Adolph Carlitz	National	
R	3	King Kelly	Mercer	engine
3 miles – Match Race				
1	7	Capt.Harvey Kennedy	Kennedy Special	
2	2	Guy Doyle	Blitzen Benz	
3	32	Jerry Wunderlich	Marquette Buick	
5 miles – Handicap				
1	7	Capt.Harvey Kennedy	Kennedy Special	0:06:55
		There were six entrants		
2 miles – Match Race				
1	2	Guy Doyle	Blitzen Benz	0:03:01
2	3	King Kelly	Mercer	
2 miles – Match Race				
1	32	Jerry Wunderlich	Marquette Buick	0:02:57
2	8	Adolph Carlitz	National	
20 miles – Free-for-all, for the Marshfield Sweepstakes				
1	32	Jerry Wunderlich	Marquette Buick	0:26:40

2	3	King Kelly	Mercer
3	7	Capt.Harvey Kennedy	Kennedy Special

Corning Fairgrounds, IA

4th October 1916

FP	#	Driver	Car	Time
5 miles				
1		Tripp		0:07:42
2		Greeley		
3		Harold Scott		

There were only 3 starters

Giants' Despair, PA

7th October 1916 – 1.25 mile hillclimb

FP	#	Driver	Car	Time
Class E, under 161 ci (non-stock)				
R		W.Roberts	Saxon	
Class E, under 231 ci (non-stock)				
1		Durham	Maxwell	0:01:50.0
2		Fred H.Junk	Chalmers	0:01:51.6
3		D.K.Allsfelt	Overland	0:02:13.4
4		F.Smith	Oakland	0:02:42.2
5		C.J.Rodgers	Lexington	0:02:56.6
Class E, under 301 ci (non-stock)				
1		W.Haynes	Mercer	0:01:49.0
2		Durham	Maxwell	0:01:50.0
3		V.J.Emerson	SSE	0:02:05.6
4		Seanor	Haynes	0:02:08.2
5		W.Oliver	Mercer	0:02:26.0
6		D.McDermott	W.Knight	0:02:59.6
Class E, under 451 ci (non-stock)				
1		W.C.Hohl	Packard	0:01:44.8
2		Durham	Maxwell	0:01:47.2
3		Turcott	HAL	0:01:48.6
4		W.Haynes	Mercer	0:01:49.6
5		H.Scholler	Pathfinder	0:01:54.6
6		W.A.Kohl	Winton	0:02:51.6
Class E, under 601 ci (non-stock)				
1		Durham	Maxwell	0:01:45.6
2		Turcott	HAL	0:01:46.0
3		W.Haynes	Mercer	0:01:48.0
4		H.Scholler	Pathfinder	0:01:53.0
Class E, under 301 ci				
1		Fred H.Junk	Chalmers	0:01:45.0
2		V.J.Emerson	SSE	0:01:59.2
3		Seanor	Haynes	0:02:05.0
Class C, 301-450 ci				
1		Al Hughson	Pathfinder	0:01:47.4
2		Zwally	Stutz	0:02:20.2
3		J.X.Crawford	Crowther-Duryea	0:02:31.8
Class D – Free-for-all				
1		Fred H.Junk	Chalmers	0:01:41.0
2		Turcott	HAL	0:01:45.6
3		Al Hughson	Pathfinder	0:01:47.0
4		Durham	Maxwell	0:01:47.2
5		T.A.Dalton	Packard	0:01:50.2
6		V.J.Emerson	SSE	0:01:57.4
7		Zwally	Stutz	0:02:10.0
8		W.Haynes	Mercer	0:02:15.6/tyre trouble

9	W.Oliver	Mercer	0:02:30.0
10	Hochreiter	Crowther-Duryea	0:02:33.8

Class E, under 301 ci (Wilkes-Barre owners)

1	S.Solnek	Lexington	0:02:48.0
-	W.Roberts	Saxon	excused

Class E, 301 ci and over (Wilkes-Barre owners)

DQ	Kensella	HAL	0:01:46.0/DSQ
1	Anseberry	Studebaker	0:02:26.4

Kensella was disqualified as the car was not owned by a citizen of Wilkes-Barre.

Junk won the Philadelphia Press Trophy and the Wilkes-Barre Automobile Club Trophy.

Dodge City Motor Speedway, KS

7th October 1916 – 2.00 mile dirt oval

FP	#	Driver	Car	Time
30 miles - Class E, under 231 ci				
1		Logan	Buick Special	0:30:37.0
2		Strickler	Buick Special	0:30:50.0
150 miles – Class D				
1		Russell Armstrong	Hudson Special	2:07:11.0
2		Brown	DuChesneau Special	2:19:30.0
3		Strickler	Buick Special	
4		Logan	Buick Special	broken con-rod

Indiana Fairgrounds, PA

7th October 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		J.D.Kerr	National	0:01:12.0
2		F.E.Bush	Bush	0:01:14.75
3		W.E.Jones	Kline	0:01:16.25
4		C.M.Heist	Great Western	0:01:20.5
5		H.E.Wynn	Saxon	0:01:23.0
6		J.E.Ryan	Mercer	0:01:24.5
7		George J.Halley	Stutz	0:01:25.0
8		A.C.Halley	HK	0:01:28.0
9		E.H.Willetts	Buick	0:01:29.5
3 miles – Class E, 301 ci and over				
1		F.E.Bush	Bush	0:04:02.5
2		C.M.Heist	Great Western	0:04:09.0
3		George J.Halley	Stutz	
4		E.H.Willetts	Buick	
-		W.E.Jones	Kline	out in eliminations
-		A.C.Halley	HK	out in eliminations
-		J.D.Kerr	National	out in eliminations
3 miles – Class E, under 451 ci				
1		E.H.Willetts	Buick	0:04:10.0
2		George J.Halley	Stutz	0:04:35.0
3		J.D.Kerr	Mercer	
R		Wynn	Saxon	1 lap
3 miles – Class E, 301 ci and over, Flying Start				
1		J.D.Kerr	National	0:04:01.0
2		W.E.Jones	Kline	0:04:05.0
3		F.E.Bush	Bush	
R		C.M.Heist	Great Western	0 laps
-		George J.Halley	Stutz	out in eliminations
-		A.C.Halley	HK	out in eliminations
-		E.H.Willetts	Buick	out in eliminations

Chicago-Aurora-Chicago Reliability Run, IL

7th October 1916

AAA sanction run, but they received no official report.

West Side, Wichita, KS

10th October 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
		Jerry Wonderlich	Marquette Buick	0:01:07.20
		Capt.Harvey Kennedy	Edwards Special Maxwell	0:01:10.75
0.5 miles – Exhibition Time Trial				
		Capt.Harvey Kennedy	Christie	0:00:35

Kennedy was driving Barney Oldfield's car. Kennedy was also promoting the race meeting.

5 miles				
1		Jerry Wonderlich	Marquette Buick	0:06:27
		W.E.Crum	Buick	
		Lee Oldfield	Oldfield Special Stutz	

Crum went through the north outside fence, but was able to regain the track and continue. Oldfield hit the inside fence at the south end of the track just afterwards.

4 miles – Relay Race				
1		Jerry Wonderlich	Marquette Buick	
2		Ed "Speedy" Carlitz	National	accident

Carlitz crashed through the north side fence, damaging his car sufficiently that he had to withdraw.

25 miles				
1		Jerry Wonderlich	Marquette Buick	0:14:58.5
2		King Kelley	Mercer	
3		Hugh Doyle	Sunbeam	finished on a flat tyre
R		W.E.Crum	Buick	accident

An exhibition race over 4 laps between Ruth Law in an airplane and Jerry Wonderlich in his Marquette Buick was held. The airplane won.

West Side, Wichita, KS

12th October 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
0.5 miles – Exhibition Time Trial				
		Capt.Harvey Kennedy	Christie	0:00:33.2

This was again in Barney Oldfield's Christie. The event had been scheduled to be a 1 mile event, but a tyre punctured at the start of lap 2 and Kennedy pulled up.

3 miles				
1		Jerry Wonderlich	Edwards Special Maxwell	0:03:59.25
2		Lee Oldfield	Oldfield Special	
3		Hugh Doyle	Sunbeam	
4		Capt.Harvey Kennedy	Edwards Special Maxwell	

Oldfield crashed into the inside fence near the starter's stand, but after knocking off a few boards he continued.

5 miles				
1		Jerry Wonderlich	Edwards Special Maxwell	0:06:51.2
2		Lee Oldfield	Oldfield Special	
3		Hugh Doyle	Sunbeam	
4		Capt.Harvey Kennedy	Edwards Special Maxwell	

5 miles – Australian Pursuit

1	Hugh Doyle	Sunbeam	0:06:33.3
2	King Kelley	Mercer	
3	Jerry Wonderlich	Marquette Buick	

12.5 miles

1	Jerry Wonderlich	Marquette Buick	0:16:45.25
2	Lee Oldfield	Oldfield Special	
3	Hugh Doyle	Sunbeam	
4	Capt.Harvey Kennedy	Edwards Special Maxwell	

Richmond Fairgrounds, VA

14th October 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles - Invitation				
1		William Booker	Ford	0:06:42.25
2		Deno	Ford	0:06:58.0
5 miles – Class E, 231 ci and over				
1		H.W.Kriner	Kline	0:05:58.5
2		E.French	Kline	0:06:09.0
3		H.L.Shaw	Fiat	0:06:14.5
4		E.A.Bromm	Mercer	0:07:02.0
DQ		Openchencki	Buick	DSQ
25 miles – Class D				
1		E.French	Kline	0:29:03.4
2		H.W.Kriner	Kline	0:29:05.0
3		J.L.Moore	Buick	0:31:02.0
R		E.A.Bromm	Mercer	5 laps
R		Shaw	Fiat	0 laps
Economy Race – ½ gallon				
4 cylinder cars				
		Bell	Maxwell	13 3/8 miles
		B.Starbuck	Overland	DSQ
6 cylinder cars				
		C.A.Cook	Oakland	10.5 miles
		H.E.Morgan	Chalmers	8 3/8 miles
		M.D.Stone	Buick	7 5/8 miles
		George E.Booth	Chandler	7 miles
8 cylinder cars				
		A.E.Donnon Jr	Scripps-Booth	11 1/8 miles
		C.Shurbridge	Cadillac	6 5/8 miles
¼ mile – Gymkhana				
1		A.E.Donnon Jr	Hudson	0:00:24.2
2		C.Shurbridge	Cadillac	0:00:25.5
3		J.A.Kline	Kline	0:00:26.0
4		Bell	Maxwell	0:00:26.5
R		M.D.Stone	Buick	
R		R.F.Kaehler	Saxon	
¼ mile – High Gear Slow Race				
Dealers:				
1		G.Faucuilla	King	0:10:40
DQ		W.S.Roberts	King	used brakes
2		R.F.Kaehler	Saxon	0:09:01
3		C.Shurbridge	Cadillac	0:05:43
4		R.K.Morgan	Pathfinder	0:01:11
		H.E.Morgan	Chalmers	left track
		Starbuck	Overland	stalled
		Openchencki	Cole	stalled
Owners:				
1		E.L.Tignor	Owen Magnetic Special	0:10:31
2		George M.Davis	HAL	0:05:41
3 miles – Invitation, Fords only, Flying Start				
1	2	Booker	Ford	0:03:58
2	10	Deno	Ford	0:04:10
R	9	C.T.Rand	Ford	2 laps

R	1	Fred Allen	Ford	1 lap

Fair Park, Dallas, TX

17th-29th October 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time	
17th October: 25 miles – State Fair Sweepstakes, Heat 1					
1		Fred Horey	Fiat	0:22:26	
2		Bill Endicott			
3		George Clarke			
17th October: 3 miles – Light Cars					
1		Floyd Willard	Prince Henry		
22nd October: 5 miles – Handicap Pursuit					
22nd October: 1 mile – Exhibition by woman driver					
22nd October: 10 miles – Division 4, medium cars					
22nd October: 5 miles – Division 6, Free-for-all					
22nd October: 25 miles – State Fair Sweepstakes, Heat 2					
1		Eddie Hearne			
2		Bill Endicott			
4		George Clark			
25th October: 1 mile – Record Attempt					
		Fred Horey	Fiat	0:00:54.4	
		Eddie Hearne		0:00:54.4	
		George Clark	Case	0:00:54.0	
		Bill Endicott		0:00:53.0	
25th October: 25 miles					
1		Fred Horey	Fiat	0:20:59.6	
2		George Clark	Case		
R		Bill Endicott		18 laps/engine	
R		Eddie Hearne		6 laps/mechanical	
25th October: 5 laps – Match Race					
1		Koetzla	Case	0:04:43	
2		Willard	Prince Henry		
3		LeCocq	Briscoe		
4		Sig Haugdahl	Mercer		
25th October: 5 laps – Match Race, Handicap					
1		Toft	Tornado	0:04:08.4	*40s*
2		Gotoff	Sunbeam		
3		D.Kesler	Bullet		
4		Hoffman	SCAT		
25th October: 3 miles – Special Match Race					
1		Miss Elfrieda Mais	Mais Special		
2		Miss Ora Holben	Sweeney Special	oil pipe	
29th October: 1 mile					
1		Fred Horey	FIAT	0:00:48.0	
2		Eddie Hearne	Briscoe	0:00:49.4	
3		Floyd Willard	Prince Henry	0:00:50.8	
4		George Clark	Case	0:00:50.8	
5		Ben Gotoff	Sunbeam	0:00:51.0	
6		Dave Koetzla	Case	0:00:51.2	
29th October: 3 miles – Match Race					
1		Lecocq	Briscoe	0:02:47	
2		Dave Koetzla	Case		
29th October: 5 miles – Free-for-all					
1		George Clark	Case	0:04:25.2	
2		Eddie Hearne	Briscoe		
3		Fred Horey	FIAT		
4		Ben Gotoff	Sunbeam		
5		Hoffman	Comet		

Horey filed a protest claiming he was "irregularly pocketed".

29th October: 10 miles

1	Floyd Willard	Prince Henry	0:09:09.6
2	Dave Koetzla	Case	
3	Al Striegel	Stafford	
	Shafer	Maxwell	
	Toft	Tornado	
	Lecocq	Briscoe	

29th October: 1 mile – Exhibition, Flying Start

	Elfrieda Mais	Mais Special	0:00:53.8

29th October: 25 miles – State Fair Sweepstakes, Final Heat

1	5	George Clark	Case	0:21:49.4
2	8	Eddie Hearne	Briscoe	
3	18	Floyd Willard	Prince Henry	
4	24	Elfrieda Mais	Mais Special	
5	22	Lecocq	Briscoe	
R	33	Ben Gotoff	Sunbeam	
R	20	Gilbert	Darracq	
R	10	Al Striegel	Stafford	
R	4	Fred Horey	FIAT	
R	47	Dave Koetzla	Case	

#	Laps																								
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
5	8	4	4	4	8	8	8	8	8	8	8	8	5	5	5	5	5	5	5	5	5	5	5	5	5
8	4	8	8	8	5	5	18	5	5	5	5	5	8	8	8	8	8	8	18	18	18	18	8	8	8
33	47	47	5	5	18	18	5	18	18	18	18	18	22	18	18	18	18	18	8	8	8	8	18	18	18
24	5	5	18	18	22	22	22	22	20	20	20	33	18	22	22	22	22	22	22	22	22	22	22	22	24
18	8	18	22	22	33	33	20	20	22	22	22	20	33	33	33	33	33	33	24	24	24	24	24	24	22
47	22	22	37	33	20	20	33	33	33	33	33	24	24	24	24	24	24	24							
10	33	33	33	20	24	24	24	24	24	24	24														
4	10	20	20	24	10	10	10	10	10																
20	24	24	24	10																					
22	20	10	10																						

Part of the Texas State Fair.

Warren, IN

18th October 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time

25 miles

1		Herb Rudy	Lightning Comet	0:31:10
		There were 14 entries		

10 miles

1		Herb Rudy	Lightning Comet	0:10:56
2		Doty		

10 miles

1		Herb Rudy	Lightning Comet

Doty, Ormsby (Buick) and Brown (Monroe Special) were also to compete.

Chicago-Peoria-Clinton-Chicago Reliability Run, IL

19th-21st October 1916 – 470 miles

FP	#	Driver	Car	Penalties
		Al Schillo	Mercer	0
		William Robbins	Mercer	124
		John Kercher	Jeffrey	129
		E.A.Turner	Hupmobile	180
		William M.Gelderman	Pathfinder	1000
		B.B.Ayres	Scripps-Booth	1000
		Eddie Rickenbacker		

The very bad road conditions and weather caused the contest to be abandoned at Peoria after the first days' run of 196 miles. Gelderman and Ayres were penalised for being over 3 hours late. Turner was penalised for lateness, working on the ignition and gasoline systems, taking supplies outside of control and hitting a chicken. Kercher was penalised for lateness and stopping. Robbins was penalised for lateness and a tyre change. There were 11 autos competing.

Tucson, AZ

27th October 1916 – 4.298 mile road course

FP	#	Driver	Car	Time
51.576 miles (4.298 miles x 12 laps) – Class D				
1		Delno	Stutz	0:51:28.0, 60.13 mph
2		Miller	Fiat	1:22:88.0/tyre problems
3		Aquirre	National	5 laps
4		McNabb	Overland	4 laps
5		Boyer	Ford	3 laps

Bakersfield Fairgrounds, CA

28th October 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
25 miles – Class E, under 231 ci				
1		L.E.Drake	Drake	0:24:15.0
2		W.J.Smith	Maxwell	0:26:57.0
3		R.J.Reese	Studebaker	0:28:56.4
4		P.G.Erdsmore	Erdsmore	0:29:31.4
5		W.H.Park	MP	flagged
R		L.S.Luard	Luard	19 laps
10 miles – Class D				
1		Cliff Durant	Stutz	0:08:44.0
2		M.C.Moore	Smith	0:08:51.4
3		Roads	Hudson	0:09:21.6
4		Drake	Drake	
R		T.F.Burke	National	8 laps
R		Elliott	Gordon	7 laps
DQ		Felsenthall	McKee	4 laps/DSQ
R		Weldrick	National	2 laps

Felsenthall was disqualified for taking up too much track.

FP	#	Driver	Car	Time
10 miles – Class D				
1		Bolden	Bolden-Crosby	0:08:37.6
2		Cliff Durant	Stutz	0:08:38.2
3		O.M.Palmer	Smith	0:08:53.4
4		Drake	Drake	0:09:13.6
R		T.F.Burke	National	3 laps
50 miles – Class D				
1		Cliff Durant	Stutz	0:47:38.0
2		Moosie	Duesenberg	0:49:52.4
3		Oscar Valdsmar	Valdsmar	0:55:02.4
4		Smith	Maxwell	1:00:04.4
5		T.F.Burke	National	
R		M.C.Moore	Smith	33 laps
R		Drake	Drake	31 laps
R		Roads	Hudson	9 laps
R		Bolden	Bolden-Crosby	5 laps

Sheepshead Bay, NY

28th October 1916

FP	#	Driver	Car	Time
50 mile consolation race				
1	16	Jules DeVigne	Delage	0:28:49.59, 104.07 mph

2	Milton	Duesenberg	0:30:15.08
3	Meyer	Pugh	0:30:16.36
4	Devlin	Duesenberg	0:30:17.11
5	Hughes	Hoskins	0:30:31.40
6	Muller	Crawford	0:30:32.40
7	Klein	Crawford	0:31:09.65
R	Buzane	Duesenberg	24 laps
R	Adams	Adams	23 laps
R	Vail	Hudson	20 laps
R	Lewis	Premier	4 laps/valve

Baraboo, WI

4th November 1916

FP	#	Driver	Car	Time

15 miles

Race between Rollo Prothero and Scott Gray, which was scheduled for four heats. Prothero won when Grey blew a tyre in the third heat and retired.

Canfield Fairgrounds, OH

11th November 1916 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		F.E.Bush	Bush	0:01:15.4
2		C.M.Heist	National	0:01:18.2
3		C.E.Fulkerson	Michigan	0:01:20.0
4		A.W.Smith	Glenwood	0:01:21.4
5		D.Beam	ACW	0:01:35.0
3 miles – Match Race				
1		Smith	Glenwood	0:04:10.0
2		Fulkerson	Michigan	0:04:18.0
5 miles – Class E, 301 ci and over				
1		C.M.Heist	National	0:06:18.0
2		F.E.Bush	Bush	0:06:20.0
3		D.Beam	ACW	0:06:30.0
5 miles – Class D				
1		C.M.Heist	National	0:05:48.5
2		F.E.Bush	Bush	0:05:56.0
3		A.W.Smith	Glenwood	0:06:00.0
R		C.E.Fulkerson	Michigan	5 laps
R		D.Beam	ACW	3 laps

Douglas-Phoenix, AZ

13th November 1916 – 273 miles

FP	#	Driver	Car	Time
1		F.L.Cord	Paige	8:12:15, 33.28 mph
2		B.Hines	Pierce-Arrow	8:19:15
3		P.Thomason	Buick	8:25:35
4		F.Larison	Cole	8:44:30
5		Hugh Miller	Pope	8:47:30
6		T.Brewer	Marmon	8:57:35
7		R.L.Smith	Stutz	finished late
R		C.Slankard	Ford	out at Florence
R		H.Wells	Franklin	out 30 miles from finish
R		G.Saways	Silent Knight	out at Tucson
R		C.Miller	National	out at Tucson
R		G.Simon	Buick	out at Tucson
R		C.Branum	Stutz	out at Tombstone
R		J.Hinston	Hudson	out near Tombstone
R		L.Burgy	Cadillac	out before Bisbee

The race was for Class D cars.

New Orleans, LA

13th-20th November 1916

13th November
Part of the National Farm and Live Stock Show. Joseph Toft, one of the competitors crashed through a fence and overturned, pinning the driver and a spectator, E.A.Carriere, beneath the car. Carriere suffered a compound fracture of the base of the skull, lacerated wounds on the head and body, and internal injuries – he wasn't expected to live. Toft was also not expected to live, and in some reports was said to have died.

20th November
The races closed on this day. Organised by J.Alex Sloan.

Phoenix, AZ

18th November 1916 – 1 mile dirt oval

AAA sanctioned, but no official report was filed about this event.

24 Hour Endurance Run, NJ

24th-25th November 1916

FP	#	Driver	Car	Penalty
1		T.H.Ball/Thomas McGrath	Oldsmobile	0
2		J.B.Rodgers/H.A.Waldron	Studebaker	2
3		Ray Murphy/John Ruane	Lexington	3
4		C.B.Wyckoff	Oldsmobile	8
5		R.H.Collins	King	10
6		R.D.Chaplin/W.Crassley	Dodge	11
7		L.J.Goldman	Monroe	68
8		D.J.Kennedy	Saxon	74
9			Saxon	84
10			Ross	1000
11		Samuel Schery/William Morgan	National	1023
12		Charles R.Lynch	Ford	1046
13		A.L.Brown/A.L.Voorbies	Cadillac	1203
R		E.N.Smith/H.G.Pederson	Bour-Davis	Did Not Check In
R		F.A.Massey/E.Meyer	Hupmobile	Did Not Check In

Bennings, DC

30th November 1916 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles – Class E, under 231 ci				
1		Gish	Weightman	0:06:24.6
2		French	Kline	
R		Burbage	Mercer	
5 miles – Class E, under 451 ci				
1		Gish	Weightman	0:06:28.2
2		Barber	Beaver Bullet	0:06:30.0
3		Don Moore	Kline	0:06:33.0
4		Dickinson	Stutz	
5		French	Kline	
6		Burber	Mercer	
7		Zwally	LCB	
8		Gibson	Semmes	
9		Kessler	Marq-Buick	
15 miles – Class D				
1		Gish	Weightman	0:18:31.2
2		Don Moore	Kline	0:18:38.8
3		Dickinson	Stutz	0:18:41.0

4	French	Kline		
5	Burbage	Mercer		
6	Zwally	LCB		
7	Kessler	Marq-Buick		
8	Gibson	Semmes		

5 miles - Handicap

1	Gibson	Semmes	0:07:44.6	*0m45s handicap*
2	Dickinson	Stutz	0:07:59.5	*0m15s handicap*
3	Moore	Kline		
4	Gish	Weightman		*scratch*
5	French	Kline		
6	Kessler	Marq-Buick		

Phoenix, AZ

30th November 1916

FP	#	Driver	Car	Time

100 miles – Class D, Invitation

1		Delno	Stutz	1:38:29.25
2		Lambert	SPA	1:42:00.5
3		Meacham	Mercer	1:46:12.0
4		Thomason	Ford	1:49:26.0
5		Gladney	Overland	1:49:40.0
6		Boling	Mercer	96 laps
7		Thomas	Pope	94 laps
R		Brewer	Marmon	8 laps
R		R.B.Armstrong	Hudson	6 laps/accident

Armstrong's mechanician A.D.Drennan was killed when the Hudson went through the fence while attempting to pass another car.

Uniontown, PA

2nd December 1916 – 1.125 mile oval

FP	#	Driver	Car	Time

112.5 miles (1.125 miles x 100 laps) – Class E, under 301 ci, for the Universal Trophy

1		Louis Chevrolet	Frontenac Special	1:14:12.2, 90.97 mph
2		Dave Lewis	Premier Special	1:16:36.2
3		Ralph De Palma	Mercedes Special	1:17:56.4
4		Barney Newgard	Crawford Special	1:25:00.0
5		McBride	Olsen Special	1:25:18.0
6		Meyer	Pugh Special	95 laps
7		Mason	Ogren Special	92 laps
8		Otto Henning	Ogren Special	87 laps
9		Bert Watson	Olsen Special	81 laps
10		Frank Galvin	Premier Special	77 laps/accident
11		John De Palma	JJR Special	74 laps/out
12		Hughie Hughes	Hoskins Special	64 laps/fatal accident
13		C.R."Art" Klein	Crawford Special	19 laps/out

Hughes was killed when he was hit by Galvin, driving his car through the press stand on the inside of the track. Gaston Weigle, mechanician for Galvin, was also killed. Frank Galvin died two days later in hospital.

54 miles (1.125 miles x 48 laps) – Class D, Dealer's Race

1		I.P.Fetterman	Peerless Special	40:18.0, 80.39 mph
2		Fred McCarthy	Murray Special	40:19.0
3		H.L.Robinson	Haynes Special	46 laps
4		A.Hughson	Pathfinder Special	31 laps/out
5		J.E.Conway	Haynes Special	30 laps/fire

Races were postponed from the 30th November due to rain.

On the 26th November, Charles M.Heist overturned on the west turn during practice, killing himself and riding mechanic Frank Bush. Heist had been entered in the dealers' race and had only completed one lap. A day later, H.J.Van Loon and Zed Springer were injured by a skidding car.

Ascot Park, CA

25th December 1916 – 1 mile asphalt oval

FP	#	Driver	Car	Time
10 miles – Ford Cars				
1	5	Dance Wiley	Ford	0:10:24.0
2	6	Harry C.Hooker	Ford	0:11:03.0
3	7	L.S.Luard	Ford	
4	1	W.H.Welch	Ford	9 laps/flagged
5	9	Alton Soules	Ford	8 laps/flagged
6	12	Ralph Johnson	Ford	8 laps/flagged
7	10	Lee Burritt	Ford	8 laps/flagged
8	8	Chas Perry	Ford	7 laps/flagged
9	4	George Herberger	Ford	5 laps/fire
10	2	F.W.Frame	Ford	3 laps
NS	11	N.C.Carroll	Ford	unable to start
21 miles – Pursuit				
1		Beery	Mercer	0:19:23.0
2		Griffith	Duesenberg	passed on 21st lap
3		Pezel	Oakland	passed on 5th lap
4		Anderson	Kissel	passed on 3rd lap
50 miles – Invitation				
1		Cooper	Stutz	0:44:40
2		Pullen	Mercer	0:44:41
3		D'Alene	Omar	1 lap

Other Matters of the Year

Some time during 1916 Cliff Craft had an accident during a race in New Orleans, LA, which cost the life of one spectator and put Craft in hospital for six months. No other details are known.

Louis Disbrow married on the 11th March and retired from racing. He also retired his car, the Jay-Eye-See.

A law suit for the appointment of a receiver for the Speedway Park association of Maywood, Chicago, IL, was begun on the 4th May by Charles McHugh and others, who claimed to be creditors. McHugh alleged that he had been unable to collect on a judgement of $2574, and that the association was a million dollar corporation. Officers of the association said that the concern was solvent and could liquidate any claims. The court case didn't stop the races on the 20th May from going ahead. The result of the case isn't known.

On the 26th May it was reported that a race against time would be made of the 16 mile distance between Greenville and Covington, OH, the idea being to run a Ford car over the distance in 30 minutes with a number of bets being laid on. It isn't known if the race took place.

Dario Resta drove and won a 3 mile race against an aeroplane flown by Miss Katherine Stinson at South Bend, IN, on the 5th June.

On the 9th June, Frank Lowry, race starter (he started the fatal race at Corona in which Burman died) and auto race promoter was caught rifling a safe in an office on the seventh floor of the Plymouth builing in Minneapolis. He sought to end his life by jumping out of the window, but was prevented from doing so by Alvin Solberg, owner of the safe, after a struggle. When detained by the police, Lowry declared that he had gotten into the office by mistake and had been driven to the safe by a "mysterious impulse while suffering an inexplicable temporary mental aberration." It isn't known if any further action was taken.

The 4th July celebrations in Alamosa, CO, were to feature a 5 mile auto race at the fairgrounds. No details about whether the race happened or not are known.

It was announced in a report on the 29th June that auto races would be held in Coshocton, OH, on the 4th July. However, reports on the 4th and 6th July indicate that the auto races didn't happen, although motorcycle, harness and running races did.

Auto races were to be held at the North Side Driving Park, Boone, IA, on the 4th July. No other details are known.

Auto races were to be held at the La Crosse Speedway, WI, on the 4th July. It isn't known if they took place.

A hillclimb was to be held on North Street, Waynesville, OH, on the 4th July, with three events for cars of different classes. It isn't known if the event took place.

Auto races took place at the Hampton Fairgrounds, IA, on the 25th August. The results of the races are not known.

The Fillmore County Fair was to be held at Preston, MN, from the 29th August-1st September, and was to feature an auto race. It isn't known if the race took place.

An auto race "running backwards" was to be held on the 6th September in Turlock, CA, as part of the Melon Day celebrations. No other details are known.

The Minnesota State Fair at Hamline, MN, was announced for the 6th-9th September, but seems to have been held a week later. Early announcements said that Hearne, Lecocq, Endicott, Koetzla, Clark, Raimey, Horey, Hoffman, Kilpatrick, DeCraft, Woodbury, Johnny Mais, Kessler, Kizer, Klem and others were to race. A 75 mile continuation race, and International State Fair Championship race, several world's time trials and many short races were to feature. However, although motorcycle races were held on the new dates, auto races weren't – perhaps because the racers had moved on to Milwaukee instead.

An auto race was announced for the Fashion Show and Harvest Festival at Ogden, UT, on the 8th September. It isn't known if the race took place.

The McHenry County Fair at Woodstock, IL, was to hold a Ford auto race on the 8th September. It isn't known if it took place.

The Green County Fair at Monroe, WI, was to hold a free-for-all auto race on the 9th September. It isn't known if the race took place.

The Cook County Fair was to take place in Palatine, IL, on the 16th September, and was to feature a 5 mile (best of 3 heats) and 25 mile auto race. It isn't known if the races took place.

On the 21st September, J.B.Callahan, President of the Pittsburg Speedway Association, announced that a deal to purchase land for a new speedway for automobiles, motorcycles and horse racing had been completed. L.S.Mellinger of Dawson sold a 650 acre tract of land situated in Drave's Bend on the Yough river, four miles east of McKeesport for $106,000, the aim being to create a pleasure park with a two mile track for motor racing inside a track for horse racing. The association was supposedly capitalised for $1,000,000, but nothing more seems to have been heard about this venture once the purchase was announced.

The Colorado State Fair was to take place on the ½ mile dirt oval at Pueblo, CO, on the 21st-22nd September. Eddie Hearne, Bill Endicott, Johnny Raimey, Louis Le Cocq, John Mais, Cliff Woodbury, Al Striegel and Dave Koetzla were to race. Elfrieda Mais was to drive an exhibition. It isn't known if the races took place.

The Monee District Fair in Monee, Will Co., IL, on the 22nd September, was to feature a 4 mile and 10 mile auto race. It isn't known if the races took place.

The Peoria District Fair, IL, was to run from the 26th September-7th October, and was to feature automobile and Ford races. It isn't known if the races took place.

A free-for-all auto race was to be held on the opening day of the fair at Salt Lake, UT, on the 30th September, but it was called off due to high wind and the dusty track conditions.

Auto races were held in Cedarburg, WI, on the 8th October. No results are known.

On the 19th October, the Annual convention of the Jovian Order was to hold a 100 mile auto race for the Jovian Trophy at Indianapolis Motor Speedway. Aitken and Rickenbacher were to compete. It isn't known if the race took place.

On the 3rd November, Glen Breed and Nels Blondefield carried a message for Meridian Road from Chester, NE to Caldwell, KS, a distance of 277 miles in 5¾ hours. He was awarded the Meridian Road Cup for his efforts.

1917 US Events

"A Canadian reporter handed this in to the city editor after he had covered a story of an automobile race: 'Motorcars on this particular speedway are sometimes run out of the course, and to prevent the possibility of any loss of valuable lives the ground level of the promenade was occupied only by representatives of the press."

Des Moines Daily News

Stockton, CA

8th April 1917

FP	#	Driver	Car	Time
100 miles - George Washington Auto Classic				
1		Billie Boldon		1:41
2		Mike Moosie		
3		Sterling Price		

Run under the auspices of the Northern California Race Association. There were 10 drivers.

Arrowhead-Oak Flat Hillclimb/Waterman Canyon Hillclimb, CA

24th April 1917 – San Bernardino: 12 miles

FP	#	Driver	Car	Time
1		Ben Buxton	Hudson Super Six	0:18:08.6
2		H.L.Perkins	Cole Eight	0:19:14
3		W.C.Martin	Studebaker	0:20:27
4		McNamara	Maxwell	0:20:35

There were 13 entries, 2 DNF's.

Uniontown, PA

10th May 1917

FP	#	Driver	Car	Time
Dealer's Race: 113.5 miles (1.125 miles x 100 laps)				
1		I.P.Fetterman	Peerless 8	1:21:34.8, 78.64 mph
2		McCarty	Haynes	

Columbus, OH

13th May 1917 – Dirt oval

FP	#	Driver	Car	Time
100 miles				
1		Fred Horey		1:37:56.4
		Ben Giroux		
		Dave Koetzla	Briscoe	
R		George Clark		68 miles/accident
R		Bill Endicott	Sweeney Special	driveshaft

Clark was leading when he left the track and went through the fence. Clark broke his thumb, and his mechanician Charles Hawkins broke his shoulder.

Floral Classic, Santa Rosa, CA

13th May 1917 – 100 miles

FP	#	Driver	Car	Time
1		Patterson		1:36:35

2	Bolden	
3	Price	

Fastest Mile: Bolden, 52.0s.

Sanctioned by the AAA.

Cincinnati Motor Speedway, OH

30th May 1917

FP	# Driver	Car	Time
20 miles – Ford car race			
1	J.H.Stewart	Ford	0:19:50, 63.18 mph
2	Phil Zettel	Ford	
3	A.S.Truve	Ford	
	10 starters		
30 miles – Non-stock free-for-all, Cincinnati Inquirer Trophy			
1	Jerry Rotherl	Hudson Super Six	0:20:25.50, 87.98 mph
2	Joe Nikrent	Paige	
3	H.T.Rogers	Maxwell	
4	John Grosse	Mercer	

Detroit, MI

30th May 1917 – 1 mile dirt oval

Dave Koetzla set a new one hour record for a one mile dirt oval when he completed 63.5 miles during the races held.

Fair Park, Dallas, TX

2nd June 1917

FP	# Driver	Car	Time
100 miles (105 laps)			
1	Charles Willard	Ford "Prince Henry"	1:48:56.4
2	Sig Haugdahl	Maxwell	103 laps
3	Criss Craft	Torpedo	90 laps
4	Al Striegle	Stafford	64 laps
R	Fred Horey		
R	Art Klein	Briscoe	53 laps/right rear axle
R	Bill Endicott	Case Comet	18 laps/fire

Run under the auspices of the State Fair of Texas for the benefit of the Red Cross, sanctioned by IMCA.

Nebraska State Fairgrounds, NE

12th June 1917 – ½ mile dirt oval

FP	# Driver	Car	Time
Time Trial			
	Fred Horey	Fiat	0:00:34.4
	Fred Willard	Prince Henry	0:00:35.0
	Art Klein	Briscoe	0:00:35.0
3 miles			
1	Art Klein	Briscoe	0:06:02.2
	Fred Willard	Prince Henry	
	Fred Horey	Fiat	
3 miles – Cars of 300ci			
1	Fred Willard	Prince Henry	0:06:04.2

25 miles

1	Art Klein	Briscoe	0:30:47
2	Dave Koetzla	Case	
3	Jay Ellingboe	SCAT	
R	Fred Horey	Fiat	engine
R	Ed Bobb	Case	engine
R	Fred Willard	Prince Henry	engine

Part of the Nebraska semi-centennial celebrations.

Chicago Speedway, IL

16th June 1917

FP	#	Driver	Car	Time
100 miles - Non-professional race				
1		Percy Ford	Haynes	1:07:06
2		Andrew Ortmayer	Mercer	1:17:25
3		Arthur Bromstedt	Mercer	
		John Canfield	Mercer	
		Harold H.Logan	Mercer	
		D.B.Cooper	Locomobile	
		I.P.Fetterman	Peerless	
		Frank Warren	Cadillac	

Dakota State Fair Speedway, Grand Forks, SD

23rd June 1917 - ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Exhibition				
		Sig Haugdahl		0:01:12.0
		Jules Ellingboe		0:01:15.2
		Elfrieda Mais	Briscoe	0:01:19.0
3 miles				
1		Jules Ellingboe	Briscoe	0:04:09
2		Clark	Darracq	
3		Toft	Case	
4		Kelly	Comet	
5		Allan	Isotta Special	

The drivers finished in the reverse order in which they started!

5 miles

1	Sig Haugdahl	Maxwell	
2	Klein	Briscoe	
3	Kelly	Comet	
4	Allan	Isotta Special	

25 miles

1	Klein	Briscoe	0:32:35
2	Sig Haugdahl	Maxwell	
3	Horey	Briscoe	
4	Kelly	Comet	
5	Toft	Case	
R	Jules Ellingboe	Darracq	engine

Haugdahl blew a spark plug, and had to pit to have it replaced – he caught up over three-quarters of a mile to finish second.

Chad Jewett withdrew his Ford from the races due to injuries received at Brandon on the previous Friday. The event was run by IMCA.

State Fair Park, Milwaukee, MN

24th June 1917

FP	#	Driver	Car	Time
15 miles				
1		Barney Oldfield		0:13:33.2
2		Ralph de Palma		
25 miles				
1		Barney Oldfield		0:22:42
2		Ralph de Palma		0:23:12
10 miles				
1		Barney Oldfield		0:09:02.8
2		Ralph de Palma		

Oldfield started from pole in the 10 mile race and got into trouble in the middle of the second lap - the race was restarted.

Olympic Park, NY

30th June 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
½ mile – Time Trial				
1		Joe Dickinson		0:00:35.8
Match Race				
1		Joe Dickinson		
2		George Theobold		
2 miles				
1		Joe Dickinson		
3 miles – Free-for-all				
1		Joe Dickinson		
Australian Pursuit				
1		Joe Dickinson		
5 miles				
1		Arthur Hartnagle		
2		George Kirchuber		
3		Nick Powell		
R		Joe Dickinson		tyres
25 miles				
1		Joe Dickinson		

Tri-County Fairgrounds, Winona, MN

1st July 1917

FP	#	Driver	Car	Time

Events and Entry List:

2 miles – Class E, 600ci and under, Elimination Trials

Strickler	Hudson Super Six
Soules	National
Wunderlich	Marquette Buick
Kelly	Mercer
Jennings	Keeton
Allan	Marmon
Waldo	Stutz
Woodbury	Duesenberg
Carwood	Cyclone
Murchio	Disbrow

5 miles – Class E, 400ci and under

5 miles – Class D, Free-for-all. To be run in heats.

1 mile – Time Trials

5 miles – Class B, Free-for-all

2 miles – Match race between winners of the 5 mile events

25 miles – in heats

11 people were badly injured when King Kelly went through the fence on the outside after blowing a tyre during a race – the spectators were leaning against the rail. Some spectators claimed that Kelly tried to roll his car to prevent it from hitting the crowd. The 11 injured were F.J.Meginnis, F.C.Dixon, Herman Krueger, William Seekamp, George Baumgartner, Dr W.H.Neumann, Mrs Elizabeth Rensbie, Mrs Elizabeth Steichen, Mrs Joseph Scherer, Thomas Lynch and Harriett Meginnis.

Augusta, WI

4th July 1917

FP	#	Driver	Car	Time
5 miles – Ford stock cars				
1		John Baliette	Ford	0:06:34
2		Carl Lambert	Ford	
3		Lewis Kelsh	Ford	
4		Reinhardt Kreinke	Ford	
10 miles – Cars under $1300				
1		Mason Alt	Overland	0:11:51
2		Max Meyers	Overland	0:12:10
3		A.Borgen		0:13:20
4		John Baliette	Ford	0:13:30
5		Frase		0:14:07
6		Strader		0:15:05
10 miles – Cars over $1300				
Abandoned due to a lack of entries.				
25 miles – Free-for-all				
1		Gus Brammer	Oakland	0:27:47, 57 mph
2		Mason Alt	Overland	0:28
3		Max Meyers	Overland	
R		Lawrence Nelson	Ford	22 miles/engine

Nelson set a 1 mile record of 1m02s.

Dean Track, Palatine, IL

4th July 1917

FP	#	Driver	Car	Time
10 miles				
1		Wolf	Ford	

W.Heimes was Mr Wolf's mechanician.

Detroit, MI

4th July 1917 – 1 mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1		Ralph De Palma		0:21:02.4
2		Barney Oldfield		
15 miles				
1		Ralph De Palma		0:15:05.4
2		Barney Oldfield		

10 miles

1	Ralph De Palma		0:08:38.8
Barney Oldfield			

De Palma was arrested by a motorcycle policeman late on Sunday 1st July for speeding at 36 mph. De Palma paid $25 to assure his appearance in court on the 3rd July – he said that he was "merely warming up" whil en-route to the speedway to go against Oldfield. The newspapers loved it – the La Crosse Tribune and Leader-Press said "Ralph de Palma was arrested for speeding through Detroit during the week. There is nothing of the unusual in that; the wonderful thing about it all is that Detroit has a policeman who can catch de Palma. There are perhaps two scores of auto race drivers who would like the recipe."

Eldorado, KS

4th July 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Ray Burr Lampkin	Sun Ray	0:01:07.4

Hastings, MN

4th July 1917

No results are known, but Mrs M Weyland fell into a well while watching an automobile race – she was uninjured after landing in the five feet of water at the bottom. Mrs Henry Wollmering, who was standing nearby, fainted when she saw the women disappear and fell to the ground, cutting a deep gash over one eye.

Denver Times Automobile Road Race, Laramie, WY

4th July 1917 – 132 miles

FP	#	Driver	Car	Time
1		Robert Murray		3:09
2		Cliff Sundin		3:16

There were 11 starters, 6 finishers.

Lima Driving Park, OH

4th July 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial, for the Lima Chamber of Commerce Loving Cup				
1		Billy Fritz	Duesenberg	0:01:07
10 miles – Fast cars				
1		Herb Rudy	Lightning Comet	0:11:59
2		Billy Wein	Wisconsin Special	
3		Billy Fritz	Duesenberg	
10 miles – Consolation race				
1		Gale Dawson	Flying Maxwell	0:13:31.5
2		B.F.Davis	Ford Special	
3		Paul Augsburger	Ford Special	
5 miles – Australian Pursuit (for four fastest cars from time trial)				
1		Herb Rudy	Lightning Comet	0:06:59
2		Billy Wein	Wisconsin Special	
3		Billy Fritz	Duesenberg	
10 miles – Free-for-all				
1		Billy Wein	Wisconsin Special	0:11:22
2		Herb Rudy	Lightning Comet	
3		Gale Dawson	Flying Maxwell	
R		Billy Fritz	Duesenberg	accident

Other Entrants:

	Billy Knipper	Knipper Special
	Charles Mowery	Wisconsin Special
	Bill Doty	Chevrolet Special
	J.C.Portz	Buick Special
	Glen Richardson	Baby Buick
	R.C.Hinkle	Buick Special
	Zera Sheets	Sheets Special
	Ralph Ormsby	Maxwell Special
	James Lephart	Maxwell
	James W.S.Tracy	Cole Wizard

Marion, IA

4th July 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Free-for-all, Heat 1				
1		A.M.Gallman	Buick	
5 miles – Free-for-all, Heat 2				
1		Ebresman	Stutz	
5 miles – Free-for-all, Heat 3				
1		Ebresman	Stutz	
Aggregate – Free-for-all				
1		Ebresman	Stutz	
2		A.M.Gallman	Buick	
3		G.W.Schrader	Ford	
4		Dodge	Mercer	
R		Harrison	EMF	engine
5 miles – Stock Touring Cars				
1		Chas Eye	Hudson Super Six	
2		Jack Fender	Ford	
3		Krejci	Kissel Kar	
4		George Wiesman	Mitchell	
Ford Race				
1		Studor	Ford	0:03:02.75
2		Johnson	Ford	
3		Hoff	Ford	
4		Norman	Ford	
5		Habensiatis	Ford	

Marshfield Fairgrounds, WI

4th July 1917

FP	#	Driver	Car	Time
Class E, 400 ci and under				
1		Leslie Allen		
2		LeGrove		
Class D, Free-for-all				
1		Cliff Woodbury	Duesenberg	
2		Jake Strickler		
1 mile – Time Trial				
1		Jake Strickler		0:01:11
2		Cliff Woodbury	Duesenberg	0:01:11.5
3		Leslie Allen		0:01:13.25
4		Vern Soules	National	0:01:15
5		John Waldo		0:01:16
6		King Kelly	Mercer	0:01:24

Other entrants:

	Jerry Wunderlich	Marquette Buick
	Capt.Kennedy	
	Art Garwood	

	Leland Peoules		
	Frank Jennings		

Sanctioned by the International Motor Contest Association. Events were from 3 to 20 miles.

Omaha Speedway, NE

4th July 1917

FP	#	Driver	Car	Time
50 miles - consolation race				
1		Dave Lewis	Hoskins Duesenberg	0:20:03, 103.27 mph
2		Ralph Mulford	Hudson	
3		Tom Milton	Duesenberg	

Rockdale Park, Peabody, MA

4th July 1917

William J.Fahey injured (possibly fatally) when driving against time hoping to make a record. On the 10th mile, a wheel broke and the car overturned, pinning Fahey beneath it. He was taken unconscious to the Thomas Hospital when he remained in a critical condition.

Ruskin Park, SD

4th July 1917

FP	#	Driver	Car	Time
50 miles				
1		A.D.Mackrill	Duesenberg	
		Chris Brakhage	Duesenberg	
		J.J.McCoy		
?	6		Haynes	

Wilbur Williams, a special policeman, was killed by a car driven by Janes in an automobile race.

Tacoma Speedway, WA

4th July 1917

FP	#	Driver	Car	Time
150 miles - Pacific Coast Championship				
1		A.H.Patterson		1:28:04, 90.4 mph
2		Durant		
3		Rhodes		
4		Malcolm		
R		Conrad Hanson		fatal accident

Hanson skidded off on the back stretch curve, and was killed instantly. His mechanician, Fred Johnson, was badly injured.

Uniontown, PA

4th July 1917

FP	#	Driver	Car	Time
90 miles (Aggregate)				
1		Joe Boyer	Frontenac	
2		Ira Vail	Hudson Super Six	
3		Earl Cooper	Stutz	
4		Louis Fontaine	Mercedes	

10 laps – Heat 1

1	Joe Boyer	Frontenac	0:06:53.73
2	Earl Cooper	Stutz	
3	Ira Vail	Hudson Super Six	
4	Louis Fontaine	Mercedes	

20 laps – Heat 2

1	Ira Vail	Hudson Super Six	

50 laps – Heat 3

1	Joe Boyer	Frontenac	0:35:24

112.5 miles – Dealers' Race

1	Ira Fetterman	Peerless 8	1:13:40.56
2	Denny Hickey	Hudson Super Six	
3	Jack Conway	Hudson	
4	McFarland	Murray	
5	Shaw	Haynes	
6	Robinson	Haynes	
	10 starters		

Corning, IA

4th-6th July 1917

FP	#	Driver	Car	Time
4th July: 5 miles				
1		John Reese		0:07:49
2		D.D.Malvern		
5th July: 5 miles				
1		John Reese		0:08:02
2		Bell		
3		Wise-Joy		
6th July: 5 miles				
1		John Reese		
2		Bell		
3		Scott		

Wisconsin State Fair, Milwaukee, WI

5th July 1917

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Tillman	Briscoe	0:00:58.8
2		Lansing	Monroe	0:01:01.0
3		Harry Nelson	Lozier	0:01:02.2
2 miles – Small cars under 300 ci				
1		Tillman	Briscoe	0:02:09.6
2		King	Dodge	
3		Lansing	Monroe	
2 miles – Large cars over 300 ci				
1		Tillman	Briscoe	0:02:10.0
2		Harry Nelson	Lozier	
3		King	Dodge	
10 miles – Handicap				
1		Sullivan	Haynes	0:10:52
2		Harry Nelson	Lozier	
3		Tillman	Briscoe	
25 miles – Free-for-all				
1		Sullivan	Haynes	0:26:10.8
2		Harry Nelson	Lozier	
3		King	Dodge	

Winnebago County Fairgrounds, Oshkosh, WI

8th July 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Leslie Allen	Marmon	0:07:37
2		Kelly	Mercer	
3		Vern Soules	National	
5 miles				
1		Strickler	Hudson Super Six	0:07:16.5
2		Cliff Woodbury	Duesenberg	
		Waldo	Marmon	
		Wunderlich	Marquette	
1 mile – Time Trial				
1		Cliff Woodbury	Duesenberg	0:01:18
2		Strickler	Hudson	0:01:21.5
3		Milburn	Buick	0:01:26
4		Wunderlich	Marquette	0:01:29
5		Leslie Allen	Marmon	0:01:30
6		Kelly	Mercer	0:01:33.5
R		Vern Soules	National	fire
10 miles – Handicap				
1		Cliff Woodbury	Duesenberg	0:14:31
2		Strickler	Hudson	

Loyalton, NV

15th July 1917 – 36 miles

FP	#	Driver	Car	Time
1		D.D.Dotta	Hudson	0:50:30
2		W.H.Duncan	Elmore	

The two owners argued for weeks about the merits of their two machines, so a race was scheduled and many bets laid on. Many spectators and auto dealers were on hand to witness the race.

Narragansett Park, Providence, RI

21st July 1917

FP	#	Driver	Car	Time
15 miles				
1		Ralph De Palma		0:18:52.6
2		Barney Oldfield		
25 miles				
1		Barney Oldfield		0:22:54.75
2		Ralph De Palma		
10 miles				
1		Barney Oldfield		0:08:14.2
2		Ralph De Palma		

Centlivre Park, Fort Wayne, IN

22nd July 1917

FP	#	Driver	Car	Time
5 miles				
1		Guy Stookey		

Race was part of the picnic held by the Fort Wayne Herd No 1 Benevolent Order of Buffaloes.

Boone, IA

24th July 1917

FP	#	Driver	Car	Time
10 miles				
1		Boehmer	Saxon Six	0:12:34
2		Gollam	Buick	
3		Gus Schrader	Ford	
Australian Pursuit				
1		Boyington	Ford	

A white Stutz driven by A.C.Chrisman broke down on the south curve, and it was hit by Gus Schrader in a Ford Bobcat, rolling the Stutz. Chrisman was trapped underneath the wreckage, and it was thought that it might be necessary to amputate one of his leg's due to the injuries. His mechanician, Lynn Clark, was unhurt.

15 miles – Free-for-all				
1		Gollam	Buick	0:19:14
2		Boyington	Ford	
3		Graners	Saxon	
		There were 17 entries.		

Indianapolis State Fairgrounds, IN

4th August 1917

FP	#	Driver	Car	Time
15 miles				
1		Barney Oldfield	Golden Submarine	0:13:56.2
2		Ralph De Palma		

De Palma crashed through the inner fence and damaged his car (Packard), so the race was restarted and De Palma drove Oldfield's backup car.

25 miles				
1		Barney Oldfield		0:23:04.8
2		Ralph De Palma		
10 miles				
1		Barney Oldfield		0:08:48.4
2		Ralph De Palma		

The races had been scheduled for the 14th July, but were postponed after heavy rain.

Salina, KS

4th-5th August 1917 (estimated) – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles – Free-for-all				
1		Ray Lampkin	Sun Ray	0:05:55.4

It was reported on the 9th August that at a meeting "just closed", Ray Lampkin set a track record of 1 mile in 1m08.6. The exact date of the meet is not known.

Wisconsin State Fair, Milwaukee, WI

5th August 1917

FP	#	Driver	Car	Time

In a 25 mile race in an amateur speed meet, Elmer Vosburgh was driving a Monroe when he blew a tyre rounding the north turn, crashed through a fence and dropped the cars' battery box. Carl

Healey, a mechanic in the pits went to the aid of the car, but was hit by Nelson (driving a Lozier) and Klug (driving a Dodge). The three drivers were all injured, and Healey was crushed to death. Mechanician Frank W.Erdman was injured, as was spectator Joseph Crosse, who was struck by flying debris from the fencing.

Maxwellton, St Louis, MO

8th-11th August 1917 – 1 mile dirt oval

FP	#	Driver	Car	Time
8th August				
In a 50 mile exhibition run against time, Barney Oldfield drove his Golden Submarine one mile in 45s, 5 miles in 3m53.6, 10 miles in 7m56.2, 25 miles in 19m28.8, and 50 miles in 40m47.6. The trials were sanctioned by the AAA, and timed by Chester A.Ricker.				
11th August: 15 miles				
1		Barney Oldfield		0:12:04
2		Ralph de Palma		
11th August: 10 miles				
1		Barney Oldfield		0:08:15.8
2		Ralph de Palma		
11th August: 25 miles				
1		Ralph de Palma		0:20:51.4
2		Barney Oldfield		

Amusement Park, Elyria, OH

11th August 1917

FP	#	Driver	Car	Time
10 miles				
1		C.W.Frye		
Three starters and finishers.				
50 miles – Andwar Hotel Derby Cup				
1		C.W.Frye		
R		Jack Wasnac		
Four starters, only Frye finished. Wasnac crashed when blinded by dust when attempting to lap Frye.				

Races were sanctioned by the National Auto Racing Association.

5th Annual Richfield Springs Hill Climb, NY

11th August 1917 – 7/8 mile hillclimb

FP	#	Driver	Car	Time
Free-for-all – For the Bloomfield Trophy				
1	5	H.H.Kenyon	Hudson Super Six	0:00:53.0
2		Theodore Foster	Marmon	0:00:56.6
3		Harold Lovette	Marmon	0:00:59.0
Event 2				
1		H.H.Kenyon	Hudson Super Six	0:00:55.6
Event 3 – Gasoline cars 301-450ci				
1		Harold Lovette	Marmon	0:00:56.6
Gasoline cars 161-230ci				
1		M.R.Byron	Ford	0:01:01.6
Ladies Race				
1		Josephine Rowlands	Hudson Super Six	0:01:00.0
2		Mrs G.C.Cannon	National Twelve	0:01:01.6

Other Entrants:

?		Chalmers	0:00:55.2

Mason City, IA

17th-18th August 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles – Free-for-all				
1		George Clark		
25 laps				
1		George Clark		
1 mile – Time Trial				
		George Clark		0:01:06.2
Race ?				
1		Floyd Willard		
Race ?				
1		Floyd Willard		

Cliff Craft also raced in Case #12.

Hull, MA

18th August 1917 – 1 mile beach course

FP	#	Driver	Car	Time
Final				
1		Hovey Dodge	Peerless roadster	0:00:45
2		Walter Baker	Simplex	

The races were held from Bayside to the end of Kenberma Beach. The races were for residents of Hull, with four heats of four cars followed by the final.

Sheepshead Bay, NY

18th August 1917

FP	#	Driver	Car	Time
30 miles				
1		Ralph de Palma		0:16:35.6, 108 mph
2		Louis Chevrolet		
3		Barney Oldfield	Golden Submarine	
20 miles				
1		Ralph de Palma		0:10:53.8, 110.2 mph
2		Louis Chevrolet		
3		Barney Oldfield	Golden Submarine	
50 miles				
1		Ralph de Palma		0:27:32.2, 108 mph
2		Barney Oldfield	Delage	
R		Louis Chevrolet		

Oldfield had engine trouble in the first two races, so he borrowed another car for the third race.

Appleton Fairgrounds, WI

19th August 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				

1	Fred Tillman	Briscoe	0:01:06.75

3 miles

1	Fred Tillman	Briscoe	0:03:55.5
2	Cristie		0:04:05.5
3	Nowicki		
4	Scacel		

5 miles

1	Fred Tillman	Briscoe	0:06:16.75
2	Cristie		0:06:43
R	Nowicki		3 laps
R	Scacel		

This was a combined auto and horse race meeting. Races had been scheduled for the 12th August but were postponed due to rain.

Cedar Valley Fair, Cedar Falls, IA

20th-21st August 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
20th August: 1 mile – Flying start				
1		Bill Endicott	Sweeney Special	0:01:08.8
2		Ray Burr Lampkin	Sun Ray	
3		Henderson	De Lux	
20th August: 1 mile – Free-for-all, flying start				
1		Schrieber	Cyclone	0:01:23.5
2		Claypole	Baby Mine	
3		Calahan	Baby Benz	
20th August: 3 miles – Free-for-all, flying start, Final				
1		Bill Endicott	Sweeney Special	
2		Ray Burr Lampkin	Sun Ray	
R		Rathburn	Duchesnean	accident
20th August: 1 mile – Match Exhibition, Flying start				
1		Bill Endicott	Blitzen Benz No 2	0:01:17.2
20th August: 2 miles – Match Race				
1		Ray Burr Lampkin	Fiat Submarine	0:02:23.8
2		Bill Endicott	Sweeney Special	
20th August: 1 mile - Exhibition				
		Ray Burr Lampkin	Sun Ray	0:01:08.6
21st August: 1 mile – Time Trial				
1		Ray Burr Lampkin	Sun Ray	0:01:07.4
2		Bill Endicott	Blitzen Benz No 2	
21st August: 2 miles – Handicap				
1		Schrieber	Cyclone	0:02:15.2
2		Claypool	Baby Mine	
3		Calahan	Baby Benz	
21st August: 1 mile – Exhibition				
		Miss Hazel Nichols	Sun Ray	0:01:12.8
21st August: 1 mile – Match Race				
1		Ray Lampkin	Sun Ray	0:01:13.6
2		Bill Endicott	Blitzen Benz	
21st August: 2 miles – Match Race				
1		Bill Endicott	Blitzen Benz	0:02:41.2
2		Ray Burr Lampkin	Sun Ray	

Fremont, NE

25th August 1917

Fred Teigeler suffered from burns sustained when his auto skidded while he was racing at the local race track and gasoline was thrown over his clothes and caught fire.

Des Moines, IA

25th August 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1		George Clark	Case	0:29:43.2
2		Bill Endicott		
3		Ray Lampkin	Sun Ray	
4		Ben Giroux	Sunbeam	
5		Rathburn	Du Chesneau	
R		Fred Horey		41 laps/engine
R		Jules Ellingboe		1 lap/accident
2 miles - Baby Car Race				
1		Buchanan	Green Demon	0:02:42.4
2		Brainard	Baby Mine	
3		Schrieber	Cyclone Jr	
		Calohan	Baby Benz	
1 mile – Exhibition				
		Hazel Nichols	Sun Ray	0:01:09.4

Nichols was Lampkin's wife.

Des Moines, IA

31st August 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
25 miles				
1		Ray Lampkin	Sun Ray	0:29:40.2
2		Ben Giroux	Sunbeam	
3		George Clark	Case	
R		Jules Ellingboe	Briscoe	lost wheel
R		Floyd Bowen	Mercer	45 laps/accident
R		Rathburn	Du Chesneau	33 laps/accident
R		Fred Horey	Fiat	engine

Bowen overturned, throwing his mechanician Fred Wiley from the car. Both suffered only minor injuries.

Lima Driving Park, OH

31st August 1917

There were to be 8 races, the event being sanctioned by IMCA. In the 5 mile Class E race, Captain Harvey Kennedy (Marmon) was racing Jack Strickler (Hudson) and Cliff Woodbury (Duesenberg) when his car threw a tyre, overturned and went through a fence – he was almost decapitated by an iron sheet cowl which he had recently constructed for his machine, and died from his injuries. His car was the 100hp special in which Joe Dawson won the Elgin road race. The races were stopped altogether by the judges during the following event when the crowd overflowed onto the track while six cars were racing.

Platte, SD

2nd September 1917

FP	#	Driver	Car	Time
Race				
1		Ray Hebert	Haynes Six	

Chicago Speedway, IL

3rd September 1917 – 2 mile oval

FP	#	Driver	Car	Time
20 miles				
1		Ralph de Palma	Packard	0:11:02.07
2		Gaston Chevrolet	Frontenac	0:11:02.41
3		Dave Lewis	Hoskins	
4		Tom Alley	Pan-American	
5		Pete Henderson	Duesenberg	
6		George Mason	Ogren	
7		Harold Trackus	Olsen	
R		Louis Chevrolet		6 laps/con-rod

De Palma won the Fort Dearborn Cup, having taken first place in the 20 mile and 50 mile events, and third in the 100 mile event (the longer races were in the AAA Championship – see that section for the results). De Palma had 200 pts, and Louis Chevrolet was 2nd with 175 pts.

Lima Driving Park, OH

3rd September 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Time Trial				
1		Dale Armentrout	Duesenberg	0:01:06
5 miles – For cars faster than 1:12 in the trials				
1		Herb Rudy	Lightning Comet	0:05:46
2		Dale Armentrout	Duesenberg	
3		Billy Weir	Wisconsin Special	
Match Race – Heat 1				
1		Dale Armentrout	Duesenberg	0:03:24
2		Herb Rudy	Lightning Comet	
Match Race – Heat 2				
1		Herb Rudy	Lightning Comet	0:03:36
2		Dale Armentrout	Duesenberg	
Match Race – Heat 3				
1		Dale Armentrout	Duesenberg	0:03:27.2
2		Herb Rudy	Lightning Comet	
5 miles – For cars making 1:13 or better				
1		B.F.Davis	Ford Special	
2		Gale Dawson	Maxwell	
10 niles – Free-for-all				
1		Billy Weir	Wisconsin Special	0:11:58
2		Dale Armentrout	Duesenberg	

There were seven entrants. Ralph Ormsby (Buick) was to have raced, but blew two cylinders while warming up and didn't compete again. Armentrout set a 1 mile track record of 1:03 during the races.

Ruskin Park, SD

3rd September 1917

FP	#	Driver	Car	Time
Race				
1	6	Ray Hebert	Haynes Light Six	
Race				
1	6	Ray Hebert	Haynes Light Six	

Uniontown, PA

3rd September 1917

FP	#	Driver	Car	Time
Dealer's Invitational Race				
1		I.P.Fetterman	Peerless	

Belleville, KS

4th September 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
Ford Race - Heat 1				
1		Maurice Rosseter	Ford	
2		Harry Larson	Ford	
3		Percy Collins	Ford	
Ford Race - Heat 2				
1		Harry Larson	Ford	
2		Maurice Rosseter	Ford	
3		Percy Collins	Ford	
Ford Race - Heat 3				
1		Maurice Rosseter	Ford	
2		Harry Larson	Ford	
3		Percy Collins	Ford	
Ford Race, Overall Result				
1		Maurice Rosseter	Ford	
2		Harry Larson	Ford	
3		Percy Collins	Ford	
Free-for-all, Heat 1				
1		Rex Kent	Studebaker	
2				
3		Robert Cusick	Overland	
4		Lloyd Sissell	Overland	
Free-for-all, Heat 2				
1		Rex Kent	Studebaker	
2		Lloyd Sissell	Overland	
3		Robert Cusick	Overland	
Free-for-all, Overall Result				
1		Rex Kent	Studebaker	
2		Robert Cusick	Overland	
3		Lloyd Sissell	Overland	

Centlivre Park, Fort Wayne, IN

9th September 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile - Time Trials				
1		Ralph Ormsby	Hudson Super Six	0:01:09
2		Dale Armentrout	Duesenberg	0:01:09
3		Joe Dawson	Maxwell Special	0:01:13
4		Herb Rudy	Lightning Comet	0:01:13

Two extra heats were run to settle the tie-breaks and give the results quoted above.

5 miles - Professional Free-for-all, Heat 1				
1		Ben Lawwell	Ford Special	0:06:40
2		Herb Rudy	Lightning Comet	
3		Hoffer		

5 miles - Professional Free-for-all, Heat 2

1	Dale Armentrout	Duesenberg	0:06:10
2	Joe Dawson	Maxwell Special	0:06:16
R	Ralph Ormsby	Hudson Super Six	7 laps/blown tyre

The event was originally scheduled to be run as one event, but due to the huge crowd heats were run. Armentrout was declared the overall winner, Lawwell second, Dawson third.

5 miles - Match race

1	Dale Armentrout	Duesenberg	0:06:27
2	Herb Rudy	Lightning Comet	

10 miles - Professional

1	Dale Armentrout	Duesenberg	
2	Fielding	Hudson Super Six	
3	Herb Rudy	Lightning Comet	
4	Joe Dawson	Maxwell	
R	Hoffer	Cole Special	11 laps/blown tyre
R	Ben Lawwell	Ford Special	5 laps/con-rod/accident

10 miles - Hoosier Amateur Derby

1	Hinkle	Buick	0:13:03
2	Homer Ormsby	Maxwell	
3	Officer Brown	Chevrolet	
4	Ralph Ormsby	Baby Buick	

Sanctioned by the National Auto Racing Association.

Lexington Park, MA

12th September 1917

FP	#	Driver	Car	Time
1		John F.McGirr		
2		Joseph D.Tierney		

Race was an owner's race which was part of the Annual Outing of the Cambridge Lodge of Elks celebrations.

Augusta Fairgrounds, WI

13th-14th September 1917

FP	#	Driver	Car	Time

13th September: 25 miles – Free-for-all

1	Lawrence Nelson	Ford	0:27:
2	Earl Barker	Chevrolet	
3	Max Meyer	Overland	

The track was wet. Nelson set a fastest mile time of 59s.

14th September: 10 miles - Stock car race

1	A.L.Redmond	Dodge
2	G.R.Wood	Jeffrey
3	Max Meyer	Overland
4	Gus Bramer	Buick

Wisconsin State Fair, Milwaukee, WI

14th-15th September 1917

FP	#	Driver	Car	Time

1 mile - Time Trial

1	Ed Woodbury	Duesenberg	0:00:52.2
2	Jerry Wonderlich	Marquette-Buick	0:00:55.0
3	J.Strickler	Hudson Super Six	0:00:56.8
4	Harvey	Ford Special	0:01:52.0

5 miles – Cars 301-450 ci

1	Jerry Wonderlich	Marquette-Buick	0:04:55.5
2	Ed Woodbury	Duesenberg	
3	J.Strickler	Hudson Super Six	

5 miles – Cars 231-300 ci

1	Allen	Sunbeam	0:05:22.4
2	Harvey	Ford Special	

5 miles – Free-for-all

1	Ed Woodbury	Duesenberg	0:04:52
2	Waldo	Sunbeam	
3	J.Stricker	Hudson Super Six	

Australian Pursuit

1	Strickler	Hudson Super Six

25 miles

1	Allen	Sunbeam	0:34:20

1 mile – Exhibition

	Louis Disbrow	Christie	0:00:59

Races were to take place on the 15th, but no further details are known. It was announced in advance that the Pabst Blue Ribbon Cup would be competed for.

Narragansett Park, RI

15th September 1917

FP	#	Driver	Car	Time
5 miles – For non-winners				
1		C.M.Ewan		0:04:16.49
2		J.Treakas		0:04:24.90
3		Ora F.Halbe		0:04:30.53
4		C.G.Lambe		0:04:36.75

A consolation race for those who didn't win the three "championship" races.

Kansas State Fairgrounds, Hutchinson, KS

21st-22nd September 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
21st September: 3 miles				
1	10	Floyd Willard	Prince Henry Ford	0:03:35.2
2		Bob Cline	SCAT	
3		Charles Hawkins	Clergy	
21st September: 3 miles				
1		Fred Horey	Briscoe	0:03:48.0
2		Jules Ellingboe	Briscoe	
3	5	George Clark	Case	
4		Bob Cline	SCAT	
21st September: 5 miles – Match Race				
1		Glen Breed	Hudson Super-Six	0:05:33.2
2		Fred Horey	Fiat	
21st September: 5 miles – Australian Pursuit				
1		Jules Ellingboe	Briscoe	0:06:11.2
2	10	Floyd Willard	Prince Henry Ford	
3		Ben Giroux	Sunbeam-Isotta	
4		Charles Hawkins	Clergy	

Giroux was the alias use by Ben Gotoff when competing in IMCA events.

FP	#	Driver	Car	Time
21st September: 12.5 miles – Ajax Trophy				
1	5	George Clark	Case	0:16:04.0
2		Jules Ellingboe	Briscoe	
3		Fred Horey	Fiat	
R		Charles Hawkins	Clergy	clogged carburettor

R		Bob Cline	SCAT	ignition wire

21st September: 3 miles – Consolation Race

1		Bob Cline	SCAT	0:03:47.6
2		Charles Hawkins	Clergy	
3		Ben Giroux	Sunbeam-Isotta	

22nd September: 3 miles

1		Ben Giroux	Sunbeam-Isotta	0:03:54.2
2		Bob Cline	SCAT	
3	10	Floyd Willard	Prince Henry Ford	
4		Charles Hawkins	Clergy	

22nd September: 3 miles – Cars up to 600 ci

1	22	Fred Horey	Briscoe	0:03:47.25
2		George Clark	Case	
3	10	Floyd Willard	Prince Henry Ford	
4		Ben Giroux	Sunbeam-Isotta	
5		Bob Cline	SCAT	
6		Stewart	Stafford	

22nd September: 5 miles – Match Race

1	4	Fred Horey	Fiat	0:05:34.2
2	1	Glen Breed	Hudson Super-Six	

22nd September: 12.5 miles – Ajax Trophy

1		Jules Ellingboe	Briscoe	0:15:15.2
2		George Clark	Case	
3	22	Fred Horey	Briscoe	
4		Ben Giroux	Sunbeam-Isotta	
5	10	Floyd Willard	Prince Henry Ford	
6		Stewart	Stafford	
R		Charles Hawkins	Clergy	accident

Hawkins locked wheels with another competitor and hit the fence in the south turn.

22nd September: 5 miles – Match Race

1	4	Fred Horey	Fiat	0:05:31.2
2	1	Glen Breed	Hudson Super-Six	

Anderson, IA

22nd September 1917

Ralph Ormsby (Hudson Super Six) beat Dale Armentrout (Duesenberg) in the main event of the day. Run under the auspices of the National Auto Racing Association.

Sheepshead Bay, NY

22nd September 1917

FP	#	Driver	Car	Time

Events other than the Harkness Trophy races:

10 miles – Futurity Handicap

1		Ralph De Palma	Packard	0:06:11.6
2		Louis Chevrolet	Frontenac	
R		Denny Hickey	Hudson	punctures

Hickey's mechanician was Peter O'Brien.

Spirit Lake, IA

26th September 1917

FP	#	Driver	Car	Time

5 miles

1		C.W.Ryder		
2		M.E.Huckaba		

5 miles – Stock cars

1	Herman TerVeen	Dodge Roadster	
2	Glen Miller	Oakland Six	
3		Saxon Six	
4	Orval Johnson	Ford	

10 miles - Stripped cars

1	R.Boehmer	Saxon Six	
2	A.N.Gallman	Buick Special	
3	H.D.Levitt	Haynes Six	
4	Orvil Donaldson	Rexall	
R	Iben Boyington	Ford Special	
R	J.Onnen	Ford Special	
R	Ray Boody	Ford Special	12 laps/fire
NS	E.V.Bailey	Buick Special	car would not start

Run under the auspices of the Chautauqua management.

Hugo, CO

27th September 1917

FP	# Driver	Car	Time
1	George Gromer	Overland	
2	George Anderson	Buick	out of fuel

Part of the Lincoln County Fair celebrations.

Fitchburg Fairgrounds, MA

28th-29th September 1917

FP	# Driver	Car	Time
28th September: 5 miles – Ford Race			
1	Frank Lapoint		
29th September: 10 miles			
1	V.S.Fay	Pierce-Arrow	0:16:30
2	Charles P.Dibble	Locomobile	
3	Arthur Adams	Buick	
4	Jerry Gomez	Buick Six	
29th September: 5 miles – Ford Race			
1	Frank Lapoint		

Drivers had to dismount four times in each mile, stop their engines and crank up again. Lapoint was the only one who did this, and although he didn't finish first, he was awarded the prize. There were three contestants.

Dayton Fairgrounds, OH

29th September 1917 – ½ mile dirt oval

FP	# Driver	Car	Time
5 miles			
1	Barney Oldfield		0:05:18.2
2	Louis Chevrolet		

Fresno Speedway, CA

29th September 1917 – 1 mile dirt oval

FP	# Driver	Car	Time
10 miles – For the Valley Championship			
1	L.E.Drake	Drake Special	0:09:06.4
2	W.S.Campbell		

25 miles – Match Race

1	Earl Cooper	Stutz	0:21:33.4
2	A.H.Patterson	Hudson	0:21:34.2

5 miles – Free-for-all, Heat 1

1	A.H.Patterson	Hudson Special	0:04:21.0
2	Earl Cooper	Stutz Special	
3	R.H.Deine	Stutz Special	
4	M.J.Moosie	Duesenberg	

5 miles – Free-for-all, Heat 2

1	Earl Cooper	Stutz Special	0:04:22.4
2	A.H.Patterson	Hudson Special	
3	R.H.Deine	Stutz Special	
4	M.J.Moosie	Duesenberg	

10 miles – Free-for-all, Heat 3

1	A.H.Patterson	Hudson Special	0:08:30.8
2	Earl Cooper	Stutz Special	
3	R.H.Deine	Stutz Special	
4	M.J.Moosie	Duesenberg	
R	William Bolden		accident
R	W.S.Campbell	Packard	0 laps/fatal accident

Campbell hit the inner-fence on the first lap and was thrown from his car – he was run over by two of the following cars and was killed in the accident. A few minutes later Bolden went through a crowd standing by the side of the track – 15 men, women and children were injured. The race was stopped, and restarted with six cars after three cars withdrew.

Other Entrants:

Joe Hayes	Ford Special
Sterling Price	Duesenberg
L.E.Drake	Drake Special
Clyde Roade	Hudson Special
Jim Crosby	Duesenberg

An hour of practice was held on the 27th August, again on the 28th September, and again on the morning of the 29th September.

Muncie, IA

29th September 1917

Ray Huffer (Mercedes) attempted to pass Dale Armentrout (Duesenberg), but made contact after skidding into him. Armentrout went through the fence and broke his left shoulder. Ralph Ormsby was also entered in his Hudson Super Six.

Race had been scheduled for the 23rd, but the Delaware county prosecutor stepped in to call it off. Run under the auspices of the National Auto Racing Association.

Peoria, IL

29th September 1917

22 people were seriously injured and 50 others battered and bruised when the roof of a barn at the fairgrounds collapsed. Nearly 100 people were watching the auto races from the roof when it collapsed under the load. The races were part of the Peoria District Fair, and Louis Disbrow was to compete.

Trenton, NJ

29th September 1917

FP	#	Driver	Car	Time

5 miles – Special Race

1		Ira Vail	Hudson Super Six	

?

1		Eddie Hearne	Duesenberg	

2	Ralph de Palma	

?

1	Eddie Hearne	Duesenberg
2	Ralph de Palma	

?

1	Eddie Hearne	Duesenberg

Gaston Chevrolet won plaudits by continuing in the last race after his car had twice caught fire. This event was scheduled for 25 miles but was reduced on account of darkness.

These races were part of the Inter-State Fair, run by Horace P.Murphy. Other entries were:

Joe Dickinson	*Stutz*
Gaston Chevrolet	*Frontenac*
George Jessup	*Chevrolet*
Clarence Lamb	*Krueger Special*
Andy Burt	*Peugeot*
Earl French	*Kline*
Don Moore	*Kline*
	Donahue Special

Bakersfield, CA

7th October 1917 – 1 mile dirt oval

FP	#	Driver	Car	Time
25 miles – Non-stock light cars				
1		Charles Berry		0:26:43.4
2		Harry Hartz		
3		Ed Dowd		
10 miles – Free-for-all, Non-stock heavy cars, Heat 1				
1		Clyde Roads		0:08:24.4
2		Mike Moosie		
3		Cliff Durant		
15 miles – Free-for-all, Non-stock heavy cars, Heat 2				
1		Billy Bolden		
2		Mike Moosie		
3		Cliff Durant		
R		Clyde Roads		flat tyre
20 miles – Free-for-all, Non-stock heavy cars, Heat 3				
1		Billy Bolden		0:16:55
2		Cliff Durant		
3		Clyde Roads		
4		Mike Moosie		
5		Perry		

II Kern County Agricultural Fair

Moundbuilders Park, Newark, NJ

7th October 1917

FP	#	Driver	Car	Time
1 mile – Time Trials				
1		L.B.Clouse	Duesenberg	0:01:09
2		Bill Hayes	Mercedes	0:01:10
3		Ben Lawwell	Ford Special	0:01:17
4		Ray Huffer	Cole Special	0:01:21
R		Slim Lecklider	Hudson Super Six	accident
5 miles – Fast Car Match Race				
1		Bill Hayes	Mercedes	0:07:32
2		L.B.Clouse	Duesenberg	0:07:22.25
5 miles – Slow Car Match Race				
1		Ray Huffer	Cole Special	0:07:30.4
2		Ben Lawwell	Ford Special	0:07:30

10 miles – For non-winners

1	Slim Lecklider	Hudson Super Six	0:12:30
2	Ray Huffer	Cole Special	0:12:31.5

5 miles – Free-for-all

1	L.B.Clouse	Duesenberg	0:08:05
2	Slim Lecklider	Hudson Super Six	0:08:05.2
3	Bill Hayes	Mercedes	0:08:05.4

Times quoted were the ones published alongside the results in the local newspaper, although they don't seem to tally with the position results…. Dale Armentrout (Duesenberg) had been entered in the races, but was hospitalised after a crash in the races at Muncie, IN, on the 29th September and couldn't compete. Also entered were Joe Dawson (Maxwell), Pete Henderson (Cornelian) and Lou Doyle (Sunbeam), although they do not seem to have appeared.

Warren Fairgrounds, PA

11th October 1917

FP	#	Driver	Car	Time
1 mile – Time Trial				
		Lyle Schuler	Chevrolet	0:01:23.25
5 miles				
1		Lyle Schuler	Chevrolet	0:07:29.25
2		Stanley Riggs	Franklin	
5 miles – Ford race				
1		Munksgard	Ford	0:08:47.25
2		Lyle Schuler	Ford	

Postponed from the 6th due to rain.

Cleburne, TX

12th-13th October 1917

FP	#	Driver	Car	Time
12th October: 1 mile				
1		Rex Shafer		0:01:11.25
C.W.Childress				
12th October: 5 miles				
1		Rex Shafer		0:06:05
C.W.Childress				
R		Finlay		tyres
12th October: 10 miles				
1		Rex Shafer		0:12:33
2		W.W.Tennell		
3		C.W.Childress		
13th October: 5 miles				
1		Rex Shafer		0:06:03
2		C.W.Childress Jr		
3		George Melaun		
4		Fred Melaun		
5		Bill Mosley		
13th October: 5 miles				
1		Rex Shafer		0:06:04
2		C.W.Childress Jr		
3		W.W.Tennell		
4		Fred Melaun		
5		Bill Mosley		
R		George Melaun		
13th October: 10 miles				
1		Rex Shafer		0:12:00.25
2		Frank Melaun		

3	W.W.Tennell	

Part of the Johnson County Fair. Ersel Weihunt, a six year old boy, was instantly killed when a wheel came off one of the racing cars and went through the fence where he was standing on the 13th.

Eastern States Expo Speedway, Springfield, MA

13th October 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
3 miles - Free-for-all, Heat 1				
1		Dave Koetzla		0:03:57.2
2		Sig Haugdahl		
3		Hoffman		
4		Allen		
3 miles – Free-for-all, Heat 2				
1		Klein		0:03:58.6
2		Allen		
3		Stewart		
4		Doyle		
3 miles – Free-for-all, Final				
1		Sig Haugdahl		0:03:51.6
2		Klein		
3		Koetzla		
1 mile – Time Trial				
		Miss Elfrieda Mais		0:01:10.6
5 miles – Australian Pursuit				
1		Klein		0:06:23.2
2		Doyle		
25 laps – Trophy Race				
1		Klein		0:17:23.4
2		Sig Haugdahl		
3		Dave Koetzla		
4		Stewart		
5		Allen		
1 mile – Time Trial				
1		Klein		0:01:08.8

Part of the Eastern States Exposition and Dairy Show.

State Fair Park, Dallas, TX

16th-28th October 1917 – 1 mile dirt oval

FP	#	Driver	Car	Time
16th October: 1 lap – Time Trial				
1		Fred Horey		0:00:46.8
2		George Clark		0:00:49.0
3		Phil Shafer		0:00:52.2
4		Floyd Willard		0:00:52.4
5		Hardisty		0:00:54.6
6		Soules		0:00:57.2
16th October: 5 laps				
1		Phil Shafer		0:04:46.4
2		Floyd Willard		
3		Cline		
16th October: 5 laps, Heat 1				
1		Phil Shafer		
2		Strickler		
3		Clements		
16th October: 3 laps – Novelty Race				

1	Fred Horey		0:03:54.75
	Strickler		
	Giroux		

Drivers had to stop and change a wheel or tyre at the end of the second mile.

16th October: 10 laps

1	Fred Horey		0:08:50.6
2	Jules Ellingboe		
3	Giroux		

16th October: 25 laps – Free-for-all

1	5 George Clark		0:22:15.2
2	2 Jules Ellingboe		
3	11 Church		
?	34 Strickler		
?	21 Phil Shafer		
R	18 Floyd Willard		20 laps/engine
R	4 Fred Horey		1 lap

18th October: 1 lap – Time Trial, Ford races

1	Floyd Willard	Ford "Prince Henry"	0:00:54.4
2	Horace McGraw	Ford	0:01:00
3	G.A.Wooten	Ford	0:01:16
4	Roy Gillett	Ford	0:01:18
5	W.A.Newton	Ford	0:01:22.2

18th October: 5 miles – Ford Race

1	Bill Tennill	Ford	0:04:52.6
2	Floyd Willard	Ford "Prince Henry"	

18th October: 5 miles – Ford Race

1	Floyd Willard	Ford "Prince Henry"	0:04:41
2	Horace McGraw	Ford	

18th October: 5 miles – Ford Race

1	Horace McGraw	Ford	0:04:56
2	C.H.Long	Ford	

18th October: 5 miles – Ford Race

1	C.H.Long	Ford	0:05:35.4

21st October: 1 mile – Time Trial

1	Fred Horey		0:00:48.8
2	George Clark		0:00:52.2
3	Jules Ellingboe		0:00:53.0

21st October: 10 laps – Time Trial

1	Fred Horey		0:07:56.6

21st October: 5 laps

1	Floyd Willard	Ford "Prince Henry"	0:04:57.8
2	Red Schafer		
3	Frank Clements		

21st October: 10 laps

1	Jules Ellingboe		0:08:57
2	Ben Giroux		
3	Jack Strickler		

21st October: 3 miles

1	Fred Horey		0:02:32.4
2	George Clark		
	5 starters		

21st October: 3 miles

1	Frank Clements		0:02:59
2	Bob Cline		

21st October: 10 miles – Australian Pursuit

1	Jules Ellingboe		
2	Fred Horey		
	Church		
	Giroux		

Lee Seward, a mechanician, broke his wrist while cranking one of the cars

21st October: 25 laps

1	Ben Giroux		0:22:43

2	Jules Ellingboe		
3	Jack Strickler		
R	Craft		22 laps
R	Floyd Willard	Ford "Prince Henry"	19 laps/engine
R	George Clark		15 laps
	8 starters, 4 finishers		

24th October: 5 laps - $5000 Championship Match Race

1	Jules Ellingboe	0:04:09
2	Fred Horey	
3	George Clark	
4	Ben Giroux	

24th October: 10 laps – Southwestern Handicap

1	Floyd Willard	0:08:45	*45s handicap*
2	Craft		
3	Jake Strickler		
4	Verne Soules		
R	Striegel	4 laps/engine	
R	Clements	engine	
NS	Red Shafer	broke axle in pratice run	
NS	Hawkins	car hit fire plug earlier in week	

24th October: 10 laps – Texas State Championship

1	George Clark	
2	Hawkins	
R	Al Striegel	9 laps/engine
R	Gilbert	6 laps
R	Clements	5 laps

24th October: 5 laps – Liberty Bond Race

1	Jake Strickler	0:04:36.4
2	Verne Soules	
3	Bob Cline	
4	M.Church	
R	Fred Horey	4 laps/engine

24th October: 10 laps – Free-for-all

1	Floyd Willard	Ford "Prince Henry"
2	Bill Tenill	
3	Olin Reeves	

24th October: 3 laps – Ford Consolation Race, Handicap

1	Frank Malone	Ford	20s handicap
2	Neal	Ford	
Wooten		Ford	

27th October: 5 laps

1	Hawkins
2	Bob Cline
3	Clements

27th October: 10 miles – Australian Pursuit

1	Gilbert	
	Clements	
	Red Shafer	
R	Hawkins	engine

27th October: 5 miles – Heat 1

1	Jules Ellingboe	0:04:25.2
2	Floyd Willard	

27th October: 5 miles – Heat 2

1	George Clark	0:04:14.2
2	Fred Horey	
?	Jack Strickler	
?	Craft	

27th October: 5 miles – Free-for-all, Final

1	Fred Horey		0:04:14.6
2	George Clark		
3	Jules Ellingboe		
4	Floyd Willard	Ford "Prince Henry"	

27th October: 25 miles – Ajax Trophy

1	George Clark
2	Gilbert

3	Church		
4	Jules Ellingboe		
R	Floyd Willard	Ford "Prince Henry"	threw a tyre
	Ben Giroux		
	8 starters		

28th October: 10 miles

1	Jules Ellingboe		0:08:43
2	George Clark		
R	Fred Horey		tyre
R	Floyd Willard		engine

28th October: 10 miles

1	George Clark		
2	Jules Ellingboe		
R	Fred Horey		engine

28th October: 5 miles

1	Fred Horey		0:04:13.2

28th October: 3 miles

1	Fred Horey		
2	George Clark		
3	Jules Ellingboe		
	Floyd Willard		

28th October: 5 miles - Medium Cars

1	Craft		
2	Strickler		

28th October: Minor Sweepstakes

1	Bob Cline		
2	Striegel		
R	Floyd Willard		tyres

28th October: Consolation Handicap

1	Striegel		
2	Soules		

Xenia, OH

20th October 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
½ mile - Time Trials				
1		R.E.Dunning	Carnation Special	0:00:39
2		E.C.Hinkle	Buick	0:00:40.5
3		Fred Clemens	Clemens Special	0:00:42
4		M.A.Chandler	Jazz Special	0:00:42
5		Frank Thomas	Baby Interstate	0:00:42.5
6		W.L.Hunt	Craig-Hunt Ford Special	0:00:44.5
7		Ralph Lemon		0:00:57
NS		Jack Cooper		DNA

Dunning was Belt's mechanician, and he qualified the car for Belt. Hinkle's mechanician was Hobart Cox. Clemens' mechanician was E.H.Minkener, while Chandler drove unaccompanied. Thomas' mechanician was R.Wishmire. Lemon's mechanician was Walter Cooper.

50 miles – Professional Race

1	Clarence W.Belt	Carnation Special	1:09:30
2	E.C.Hinkle	Buick	1:11
3	Fred Clemens	Clemens Special	1:12
4	Frank Thomas	Baby Interstate	1:14
	M.A.Chandler	Jazz Special	
	W.L.Hunt	Craig-Hunt Ford Special	
NS	Ralph Lemon		withdrew

Uniontown, PA

29th October 1917

FP	#	Driver	Car	Time

Consolation race: 56.25 miles (1.125 laps x 50 laps)

1		Fred McCarthy	Hudson Super Six	0:38:29.18
2		Jack Conway	Hudson	0:38:30.75

USA Challenge Trophy: 56.25 miles (1.125 laps x 50 laps)

1		Fred McCarthy	Hudson Super Six	0:36:12.60, 93.26 mph
2		Dave Lewis		
I.P.Fetterman				

Uniontown Speedway Championship Trophy

1		Fred McCarthy	Hudson
2		Dave Lewis	Hoskins Special
3		I.P.Fetterman	Hudson

Cotton Palace, Waco, TX

5th-9th November 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time

5th November: 3 miles

1		Allen		0:03:47.2

5th November: 3 miles

1		Allen		0:03:29.6

5th November: 5 miles – Handicap

1		Mais		0:05:49.6

5th November: 10 miles – Cotton Palace Sweepstakes, Heat 1

1		Woodbury		0:12:01.2
2		Allen		

6th November: 3 miles – 231-300ci

1		Melbourn		0:03:50

6th November: 3 miles – 301-450ci

1		Disbrow		0:03:47.2
2		Woodbury		
3		Wonderlich		

6th November: 5 miles – Handicap

1		Wonderlich		0:06:00

6th November: 10 miles - Cotton Palace Sweepstakes, Heat 2

R		Raymond Kelly		rolled

The crowd surged onto the track after this accident (Kelly had been trailing at the time), and the race was discontinued.

8th November: 3 miles – Division 3, 231-300ci

1		Mays		0:04:14.2
2		Melbourn		
3		Allen		

8th November: 3 miles – Division 4, 301-450ci

1		Woodbury		0:03:57.4
2		Louis Disbrow		
3		Wonderlich		

8th November: 5 miles – Australian Pursuit

1		Melbourne		
2		Allen		

8th November: 10 miles – Cotton Palace Sweepstakes, Heat 3

1		Louis Disbrow		
2		Woodbury		
3		Allen		

9th November: 3 miles, Division 3

1		Allen		0:03:15.4

9th November: 3 miles, Division 4

1	Louis Disbrow		0:03:47

9th November: Australian Pursuit

1	Allen		

9th November: 10 miles – Cotton Palace Sweepstakes, Final

1	Woodbury		

West Side, Wichita, KS

7th-8th November 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
7th November: 0.5 miles – Time Trials, Flying Start				
1	1	Glen Breed	Hudson Super-Six	0:00:33.4
2		Floyd Bowen	Mercer	0:00:34.6
3		Young	Wildcat	0:00:35.1
4		Bill Endicott	Sweeney Special	0:00:35.2
5		Paul Henderson	Du Chesnau	0:00:36.4
6		Ray Burr Lampkin	Sun Ray	no time
7th November: 1 mile – Exhibition Race 1				
1	2	Bill Endicott	Blitzen Benz 300 hp	0:01:19.0
2			Fiat 290 hp	

7th November: 1 mile – Exhibition Race 2

Hazel Nichols had to cancel the event after her car broke down.

7th November: 1 mile – Exhibition Race 3

1	Miss Edwards	Baby Mine	0:01:22.2
2	Young	Wildcat	

Young was given an undisclosed handicap.

7th November: 3 miles – Match Race 1

1	1 Glen Breed	Hudson Super-Six	0:03:45.6
2	Bill Endicott	Sweeney Special	

Breed won by one foot.

7th November: 3 miles – Match Race 2

1	1 Glen Breed	Hudson Super-Six	0:03:42.0
2	Bill Endicott	Sweeney Special	

7th November: 5 miles – Free-for-all

1	Floyd Bowen	Mercer	0:06:09.4
2	Young	Wildcat	
3	Paul Henderson	Du Chesneau	
NS	Ray Burr Lampkin	Sun Ray	broken housing

An Auto Polo game was also held between an American team and a British Team. The American team consisted of Driver Paul Henderson and Mallet Man Ivan Hall. For the British team, the Driver was Ray Burr Lampkin and the Mallet Man was Claypool. The American team won 4-2.

8th November: 0.5 miles – Time Trial, Flying Start

1	Glen Breed	Hudson Super-Six	0:00:33.8
2	Young	Wildcat	0:00:34.6
3	Bill Endicott	Sweeney Special	0:00:35.0
4	Paul Henderson	Du Chesnau	0:00:35.6
5	Floyd Bowen	Mercer	0:00:36.0
6	Claypool	Baby Mine	0:00:36.8
7	Ray Burr Lampkin	Sun Ray	no time

8th November: 1 mile – Exhibition Race 1

1	2 Bill Endicott	Blitzen Benz 300 hp	0:01:19.0
2		Fiat 290 hp	

8th November: 1 mile – Exhibition Races 2 and 3

The best two out of three match races between Breed and Lampkin were cancelled when parts for Lampkin's Sun Ray failed to arrive in time. Hazel Nichols had to cancel her exhibition as her car was still damaged.

8th November: 2 miles – Match Race

1	Young	Wildcat	0:02:31.0

2	Bill Endicott	Sweeney Special	

8th November: 3.5 miles – Australian Pursuit

1	Paul Henderson	Du Chesneau	0:04:37.0
2	Glen Breed	Hudson Super-Six	
3	Bill Endicott	Sweeney Special	flat tyre
4	Floyd Bowen	Mercer	

Bowen started on pole, Henderson 2nd, Endicott 3rd. Bowen was quickly eliminated, and Endicott went out with a flat tyre. Breed and Henderson continued, but as Breed wasn't closing on Henderson, the race was stopped after 7 laps rather than the scheduled 10.

8th November: 5 miles – Free-for-all, The Kansas Sweepstakes

1	Bill Endicott	Sweeney Special	0:06:06.0
2	Young	Wildcat	
3	Floyd Bowen	Mercer	
R	Paul Henderson	Du Chesneau	7 laps/engine
NS	Ray Burr Lampkin	Sun Ray	broken housing

An Auto Polo event was again held. The American team was Paul Henderson and Ivan Hall (the Mallet Man), and the British team was Ray Burr Lampkin and Claypool (the Mallet Man).

Sheepshead Bay, NY

16th November 1917

6 Hour Record Attempt

	Ralph De Palma	Packard	633.12 miles, 105.6 mph

De Palma was driving a Liberty aeroplane engined vehicle, and beat the 566 miles record set on the 1st October 1913 by Dario Resta, Jean de Chassagne and K.Lee Guinness. The run was sanctioned by the AAA.. He covered 113.98 miles in the first hour, 224.91 at the end of the second hour, 329.56 at the end of the third, 440.56 miles at the end of the fourth, and 535.72 and the end of the fifth.

Arizona State Fairgrounds, Phoenix, AZ

19th November 1917

FP	#	Driver	Car	Time

10 miles

R		Willis Young		accident
R		A.P.Fletcher		accident

Young crashed through the fence, dislocating his shoulder, and the following Fletcher followed him through. One of the broken timbers struck A.M.Peikey, mechanician for Fletcher, on the head, fracturing his skill and giving him concussion.

Ascot Park, CA

29th November 1917

FP	#	Driver	Car	Time

1 mile – Dash consolation race

1		Tom Milton	Duesenberg	0:00:47

3rd Annual 24 Hour Endurance Run, NJ

30th November-1st December 1917

FP	#	Driver	Car	Time
1		Wyckoff	Oldsmobile 8	
3		O.H.Ball	Oldsmobile 8	

17 starters, 6 finishers, 3 finished on time

Run under the auspices of the New Jersey Automobile and Motor Club.

Temple, TX

1st December 1917 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Exhibition Mile				
1		Cliff Woodbury		0:01:02.0

Reported as a world record for a mile on a half-mile oval.

Casper, WY

2nd December 1917

J.H.Cohan, mechanician for T.B.Haynes, was killed when the car driven by Haynes struck a plank in the track and crashed into the fence, overturning. Haynes was uninjured.

Georgia State Fairgrounds, Macon, GA

19th December 1917

FP	#	Driver	Car	Time
1 mile				
1		George Clark		
		Jules Ellingboe		
		Cliff Toft		
		Bob Cline		

Had been due to take place on the 8th December, but were postponed due to sleet and rain.

Kern County Fairgrounds, Bakersfield, CA

26th December 1917 – 1 mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Louis Chevrolet		0:03:48
2		Barney Oldfield		
3		Eddie Hearne		
15 miles				
1		Louis Chevrolet		0:11:42
15 miles – Bakersfield Sweepstakes				
1		Barney Oldfield		0:12:42
2		Tommy Milton		
3		White		
		Mike Moosie		
R		Louis Chevrolet		tyre
R		Eddie Hearne		accident
1 mile – Time Trial				
1		Barney Oldfield		0:00:45.4

Other Matters of the Year

The contest board of the AAA announced the reinstatement of Eddie Hearne on the 25th January, effective from the 12th July. He had been barred in 1916 for competing in "outlaw" races. On the 27th March the AAA have Hearne immunity so that he could compete at Chicago on the 9th July.

The Pettit Auto Race was held in Palm Beach, FL, on the 9th February. Mrs John M.Rutherford won the race for women (other competitors were Mrs Spencer Eddy, Mrs Pierre L.Barbey, Mrs Jerome Napoleon Bonapart, Mrs John C.King, Mrs Artuo De Heeren, Mrs Gurnee Munn, Miss Mary B.Washington, Miss Rosamond Lancaster and Miss Gretchen Clay), and Spencer Eddy the men's race. The races were in miniature cars rather than full size ones.

On the 11th February it was reported that a Dealers' Endurance Run had been run out of Kansas City, MO, "recently". 50 stock cars were entered, and a Jackson Wolverine 8 was one of three to make a perfect score.

On the 19th February, the formation of the "hundred-mile-an-hour war pilot squad" was announced. It was under the direction of Eddie Pullen, who conceived of the idea, and all of the US race drivers were listed in it, with no driver reported as refusing his services in the event of war. Captain Jesse McComas, California Artillery, assisted in perfecting the organisation, saying "in case of war the hundred-mile-an-hour squad will render invaluable service. Should the US decide to put an army in the field these men would be extremely useful as dispatch bearers and for whisking officers from place to place. One of the first moves of an enemy would be to attempt to reach us through Mexico. In that event the race-drivers would see plenty of service. In case the war should be a naval one, then the 'hundred-mile-an-hour squad' would be turned over to the secret service for use in chasing down spies and in intelligence work. It is most likely, however, that the service of these men will be accepted for the signal corps."

On the 23rd March, James Allison, secretary-treasurer of the Indianapolis Motor Speedway, announced that the Indianapolis 500 race scheduled for Memorial Day was declared off because of the threatening war conditions. He said "racing means taking away from the government the services of skilled mechanics whose services can be used by the government to better advantage in time of war than by a speedway corporation as a means of entertainment." He further announced that his private automobile plant would be offered to the government for the manufacture of aeroplane engines, and that the speedway grounds would be offered as an aeronautical station.

On the 26th March the formation of an aerial squadron composed of prominent race drivers and their mechanics was discussed at Hempstead Plains aviation field between Eddie Rickenbacher and Captain W.G.Kilner. It was to be composed of 12 aircraft and 133 men - 22 drivers and their mechanics were invited to enlist, and the squdron was likely to be trained at Indianapolis, Detroit or New York. It was reported two days earlier that DeLloyd Thompson had telegraphed Barney Oldfield, Dario Resta, Ralph De Palma, Eddie Rickenbacher, Johnny Aitken, Howard Wilcox, Earl Cooper, Eddie Pullen, Wilbur d'Alene, Thomas Milton and Eddie O'Donnell to become members of an aviation unit known as the "aerial sharpshooters". By the 30th March Ralph De Palma announced that he would join the squadron, as well as Billy Chandler, Ira Vail and Jack Grable. Louis Fontaine, De Palma's mechanician, C.R.Klein, Ralph Kriplen, Louis Kalinsky and L.Kuhn (mechanics on the Hudson racing team) also announced that they would join. By August Eddie Rickenbacher was summoned by the war department and became a chauffeur to General Pershing in France. He later became a fighter pilot. On the 7th April Ed Rawlings, 1916 captain of the Duluth special racing team, and Harry Jackson both volunteered for the aerial corp.

On the 10th April, Barney Oldfield left Los Angeles, CA, in an attempt to reach Indianapolis by car in 10 days. Several thousand dollars were wagered, and his progress was to be verified by telegraph. The wager was the result of an argument between Oldfield, Frank Chance, John Powers (owner of the LA baseball club) and Cliff Durant, with Powers stating that it couldn't be done. The outcome of the run isn't known.

It was announced that a meeting was to be held on the 4th June at the Southeastern Fairgrounds in Atlanta, GA, by "the negroes of Atlanta" to raise funds for the fire victims of Atlanta, and that the meeting was to feature auto races. It isn't known if the races took place.

Races were to be held at the Mankato Fairgrounds, MN, on the 28th June, with Sig Haugdahl to race his Maxwell. Earl Kelley, Art Klein and Ralph Allen were also to compete. There were to be six races, the final race being over 30 miles. It isn't known if the races took place.

A 100 yard Ford auto race was to be held as part of the celebrations in Altoona, WI, on the 4th July. It isn't known if the race took place.

A handicap auto race was to be held in Curlew, IA, on the 4th July. It isn't known if the race took place.

A Ford auto race and an owners automobile race was to be held at Grand Island, NE, on the 4th July. It isn't known if these races took place.

An auto race was to be held at the Utah State Fairgrounds, Salt Lake City, on the 4th July. It isn't known if the race took place.

An auto race was to be held in Richfield, UT, on the 4th July. The course was to start at Central and end on lower Main Street. It isn't known if the race took place.

The second annual Ox-Bow Hillclimb was to be held at Westfield, NY, on the 4th July. It isn't known if the event took place.

"Monk" Mullen and "Dangerous Dagg" Gallagher were to have a match auto race in O'Neill, NE, on the 5th July. Gallagher was to drive a Marmon, Mullen a Ford, and Mullen was to be given a 1 mile lead on a course of 8 miles. It isn't known if the race took place.

The Golden Anniversary and 21st Annual Frontier Days Celebrations were to feature an auto race at Cheyenne, WY, on the 28th July. It isn't known if the race took place.

Sig Haugdahl, Art Klein, Earl Kelley and Chris Craft were to compete in races at Mankato, MN, on the 28th July. It isn't known if they took place.

The Oakland Tribune Mount Diablo High Gear Trophy was held in California through August and September, with cars attempting to go as far up Mount Diablo as possible in high gear - runs were made over several weeks. The eventual winner was reported as being a Cole 8, with other competitors being a Cadillac 8, Stearns 8, King 8, Haynes 12 and a Kissel 12.

The Greene County Fair in Xenia, OH, was to feature an auto event on Red Cross Day, 7th August. It was stated that "the auto race will not be a speed event but will be a test of driving ability." No further details are known.

A.E.Sullivan was trying out the local race course at Petersburg, PA, when someone threw a brick which struck him on the head. He stopped the car and withdrew from the race. No further details are known.

The Cook County Fair was to be held in Palatine, IL, from the 8th-11th August, and was to feature auto races. No further details are known.

A 100 mile Autumn Derby managed by the Columbus Motor Racing Board was to take place on the 26th August at the Columbus Driving Park, OH, according to reports on the 16th August. The race does not appear to have taken place.

The Hampton Beach Carnival (NH) was to be held from the 29th August-8th September, and was to feature Ford auto races on more than one day. The results of the races aren't known.

It was announced on the 31st August that the 3rd annual auto races to be held by miners at Spring Valley, IL, were to be abandoned.

The Wapsie Valley Fair in Central City, IA, was to feature a 20 mile auto race on the 1st September. It isn't known if the race took place.

It was announced that Ray Burr Lampkin was to drive his new Fiat at Austin Fairgrounds, MN, on the 1st September. It isn't known if the event took place.

The Army and Navy Sweepstakes were to be held at the Cincinnati Speedway, Sharonville, OH, on the 3rd September, but the meeting was called off due to the war. According to the Lima Daily News, "because of the moving of the selective army it was found that special trains to the speedway would not be obtainable."

Bill Endicott and Ray Lampkin were entered in races which were to be held at Marion, IA, on the 3rd September. Sanctioned by the International Motor Contest Association, it isn't known if the races took place.

On the 7th September it was announced that a series of races at Chicago Speedway between Louis Chevrolet, Gaston Chevrolet, Dave Lewis and Ralph De Palma were abandoned after De Palma received orders to report at once to Washington, where he was to go into government service as an inspector of aviation motors.

Races were to be held on the 6th September in Sutherland, IA, and on the 7th September in Rolfe, IA, with Ray Hebert to compete in both in his Haynes Six. No further details are known.

A 10 mile free-for-all auto race was to be held in Milton, IA, on the 6th September, and a 10 mile auto race for 4 cylinder cars was to be held on the 7th September. No further details are known.

The Genoa Fall Festival in Colorado was held from the 11th-13th September. Auto races were advertised in advance, but no details of the races happening have been found.

The 25th anniversary of the founding of the Freeborn Creamery was held on the 13th September in Albert Lea, MN, in a park. A zigzag auto race was held where drivers had to drive around banana crates piled along the street - if any were knocked over the driver had to stop and place the crates back in position. Joe Hanson won in 2m01, from Joe Sedulsky (2m05) and Darwin Howser.

The Olmsted County Fair was held at Rochester, MN, on the 14th September, and featured a two mile auto race - the result is not known.

An auto race was announced for the Missouri Slope Fair at Mandan, ND, on the 20th September, but reports of the day make no mention of it.

A Ford auto race to to take place at the Modesto Rodeo at the Stanislaus Livestock Show and Exposition (CA) on the 23rd September. C.C.Parks, Lucky McFall and Jack Smith were entered, but it is not known if the race took place.

The Union County Agricultural Fair was to be held at the Creston Fairgrounds, IA, with races on the 27th September. Louis Disbrow, Jake Strickler, Cliff Woodbury, Harry Milburne, Jerry Wonderlich, King Kelly, Joe Marchio and Leslie Allen were entered. No further details are known.

Auto races were to take place at the Danbury Fair, CT, on the 6th October. No further details are known.

On the 24th November, the contest board of the AAA announced that beginning on the 1st January it would not be issuing any more sanctions for race contests during the war. The announcement was made because the government was in need of skilled mechanicians, and that "there are more than 1200 drivers and mechanicians enrolled in the AAA who, now that the temptation to race has been removed, will be available for war work." President Woodrow Wilson sent a letter to the AAA approving the decision, and it was published on the 9th December. It read: "I am very glad indeed to learn that it is the purpose of the American Automobile Association to stop automobile racing until after the close of the war. It is so destructive of materials and involves so great a consumption of gasoline that I think every man who cares for the proper fulfilment of our duties during the war and the necessary conservation of resources which the performance of those duties involves must applaud the action of the association in this manner. Faithfully yours, Woodrow Wilson."

A "Baby auto" race was held at Tanforan, San Francisco, on the 31st December. The result is not known.

1918 US Events

"My Dear Niece: Of course you crave excitement; the idle always do; that is why we find so much dissipation among the children of the very rich.
You are not rich, but you are just as useless as if you were; and your supply of youthful energy, finsing no outlet thru the channels of regular employment, is running riot in your veins and shrieking for something to do. But I suggest that you think matters over before you decide how to answer the call.
When it comes to applying for permission to drive an automobile at the races, I strenuously object, not because of danger to you, but in the interest of women in general and humanity in particular. Moreover, if you insist further on engageing in this special form of excitement I shall ask Prudence to forbid it. I do not like asking Prudence to forbid anything, seeing her natural tendencies move her to function in the objective case without any urging: so I hope you will consider my feelings and give up the idea of racing.
Don't lay my objections to a desire to preserve Prudence's car intact, tho it gives me a feeling of personal pain to see any excellent thing destroyed.
In justice to you I wish to say that I rather admire your willingness to face danger and if you were facing it in a good cause, or even a necessary activity, I should be the first to cry 'bravo!'
What I object to is that the vanity of my niece should increase the profits of the tombstone maker's union and rejoice the souls of editorial writes who are waiting to prove that women stand willing and eager to abuse their newly found freedom.
Such an editorial lies before me on my desk, called forth by the regrettable fact that a woman racer's car did leave the track during the recent automobile race at Stockton, Cal., and snuffed out three lives.
The editorial write is justly sever on the occurrence and ends his remarks thus:
'The picture of a woman plunging thru a board fence in an automobile at the rate of eighty or ninety miles an hour to her destruction, to gratify either her own love of excitement, a desire for gain or to satisfy a morbid appetite for feminine novelties, has its drawbacks.'
True, true; but for the benefit of those who suffer keenly at the picture, I should like to recall a scene that I withnessed at the Santa Monica road races some time ago: A young chap named Jackson with an appetite for excitement, a desire for gain or a fever for notoriety, while tearing round the track at ninety miles an hour, lost control of his racing car, plunged thru the fence and was wrapped about a tree in such fashion that his body had to be collected in sections. His car flew into bits and those bits killed three innocent bystanders, one a woman keeping a lunch stand by the track side.
The papers wrote editorials galore. They deplored the accident: they regretted Jackson's untimely taking off and the death of the spectators; but nobody spoke of the 'spectacle' of a man doing such things.
The cold fact is that it is just as unseemly in a man as in a woman. Neither the male nor female racer planned the accident that resulted so tragically. Both were equally foolish, and it takes a few accidents caused by women to show men how this kind of thing looks; society can stand it.
I am sorry that women should use their new found liberty in such foolish fashions but, after all, they are but doing the things that men have made popular. And it is my little private opinion expressed to my niece that the papers would do better to emphasize this phase of the matter than to emphasize the unwomanliness of racing accidents.
I object to you racing; equally and just as emphatically, I should object to your brother Ned racing. Gambling with death with your existence for a stake is foolish as well as criminal. If it looks worse in a woman than in a man it is because the men have been at it longer and the world has grown accustomed to the sight of their folly.
It would be beautiful if they could now realize that they are being taken as models of conduct, and make it their pride to set women good examples.
So far as women go, the men have done many fine things that we can with profit imitate, so why imitate follies because men have established them?
Lovingly, poor auntie, The War Horse."

Estelle Lawton Lindsey, writing in the Lincoln Evening State Journal and Lincoln Daily News.

Ascot Speedway, CA

13th January 1918 – 1 mile oval

FP	#	Driver	Car	Time
10 miles				
1		Louis Chevrolet	Frontenac	0:07:34.0
2		Tommy Milton	Duesenberg	
3		Eddie Hearne	Roamer	

5 miles – Match Race, Heat 1

1	Barney Oldfield	Golden Submarine	0:03:54.6
2	Louis Chevrolet	Frontenac	

5 miles – Match Race, Heat 2

1	Louis Chevrolet	Frontenac	0:03:47.0
2	Barney Oldfield	Golden Submarine	

5 miles – Match Race, Heat 3

1	Barney Oldfield	Golden Submarine	0:03:52.2
2	Louis Chevrolet	Frontenac	

Ascot Speedway, CA

3rd February 1918 – 1 mile oval

FP	#	Driver	Car	Time

Cyclecar race

	16	Mrs R.Weightman		
	8	Nina Vitagliano		
	2	Miss Rose Harmon		

5 miles

1		Mrs C.H.Wofelt		0:04:39
R		Mrs Rose Marmon		accident/hit fence

Other Entrants:

Mrs Frank Chance	Delage
Mrs Williams Walls Jones	Cadillac 8
Miss Summersby	Roamer
Mrs Willi Hoppe	Stutz
Miss Bebe Daniels	Mercer

Stockton, CA

3rd March 1918 – 1 mile dirt oval

FP	#	Driver	Car	Time

Nina Vitagliano Torre (born in Genoa in the 1890s) of Los Angeles was killed when a tyre flew off her Stutz car during a women's auto race. Her riding mechanic, Bud Currie, was injured and died two days later on the 5th, and a four-year old girl spectator, Jacqueline Mazzera, was also injured, dieing from her injuries on the 7th. Vitagliano was racing with Ruth Wightman.

Lakewood, GA

3rd-4th May 1918 – 1 mile dirt oval

FP	#	Driver	Car	Time

3rd May

Fred Horey broke the southern mile dirt track record during the days' races.

4th May: 30 miles - Southeastern Sweepstakes

1		Jules Ellingboe	Briscoe	
R		George Clark	Case	accident

Clark's mechanician broke his leg in the accident.

Races sanctioned by IMCA, run under the auspices of the Southeastern Fair Association.

Uniontown, PA

16th May 1918

FP	#	Driver	Car	Time

5 miles

1		Barney Oldfield		0:03:18.51

2	Louis Chevrolet		

The race was for a purse of $10,000.

Columbus Driving Park, OH

26th May 1918 – 1 mile dirt oval

FP	# Driver	Car	Time
10 miles – Buckeye Sweepstakes, Heat 1			
1	Bob Cline		0:09:45.4
10 miles – Buckeye Sweepstakes, Heat 2			
?			
10 miles - Buckeye Sweepstakes, Heat 3			
1	Fred Horey	Fiat	0:09:22.4
2	Arthur Chevrolet	Case	
3	George Clark	Case	
3 miles – Match Race			
1	George Clark	Case	
2	Jules Ellingboe	Briscoe	
3	Fred Horey	Fiat	
5 miles – Small cars			
1	Floyd Willard	Ford Prince Henry	0:04:52.4
2	Bob Cline		
3	Verne Soules		

Huntington Fairgrounds, IN

28th May 1918 – ½ mile dirt oval

FP	# Driver	Car	Time
2 miles			
1	D.E.Allen	Buick	0:02:50
3 miles			
1	Wonderlich	Simplex	0:04:00
½ miles – Time Trials			
1	D.E.Allen	Buick	0:00:38

5 miles
Cancelled due to rain.

Aviatrix Ruth Law took part in a 2 mile race against Gaston Chevrolet (Sunbeam). Flying her aircraft she won by a quarter of a mile for a side bet of $1000. A couple of days later Ruth Law competed against Louis Disbrow in a contest at Saginaw, Michigan, which she also won. No further details are known about this event.

Livingston County Fairgrounds, Avon, NY

30th May 1918

FP	# Driver	Car	Time
5 miles – 230ci and under			
1	Porter		0:06:51.5
2	Claude Newhouse		
3	Bell		
5 miles – 300ci and under			
1	Claude Newhouse		0:06:57.4
2	Porter		0:06:58.2
3	Art Lane		0:06:59
4	Lyon		0:07:00
	Bell		

	Veldt		
	Johnny Ryan		
R	Stanley Robjen	accident	

10 miles – Free-for-all

1	Claude Newhouse	0:13:37	
2	Porter	0:14:14.8	
3	Lane	0:14:17.6	
R	Harry Veldt	accident	

Veldt crashed and hit the fence after he was hit in the goggles by a stone thrown up by a car in front. The car rolled, a section of fence was destroyed, and the race was stopped – it was restarted 10 minutes later.

5 miles – Handicap

1	Lane	0:06:52	*15s handicap*
2	Claude Newhouse	0:06:53	*scratch*
3	Porter	0:07:04	*15s handicap*

Meet run by the Rochester Race Track Corporation.

Sheepshead Bay, NY

1st June 1918 – Harkness Auto Handicap: 100 miles (2.00 miles x 50 laps)

FP	#	Driver	Car	Time	
1	4	Ralph De Palma	Packard	0:58:21, 102.8 mph	1:01 handicap
2	7	Tommy Milton	Duesenberg	0:58:31	2:05 handicap
3		Barney Oldfield	Golden Submarine	0:59:20.2	2:10 handicap
4	8	Eddie Hearne	Frontenac	1:00:52	2:12 handicap
5		Denny Hickey	Hudson	1:01:40.8	3:10 handicap
6		Ira Vail	Hudson	1:01:41	1:21 handicap
7		Omar Toft	Miller	1:03:23	2:35 handicap
8	3	Louis Chevrolet	Frontenac	1:03:35	scratch
9		I.P.Fetterman	Peerless	1:04:40	4:00 handicap
R	9	Ralph Mulford	Frontenac	34 laps/oil feed connector	2:05
R	1	Dario Resta	Resta Special	27 laps/piston	2:02 handicap
R		Jimmy Myers	Delage		2:50 handicap
R		Jack LeCain	Delage		3:00 handicap
R		Joe Boyer	Frontenac		2:08 handicap
R		Milton McBride	Comet		4:10 handicap

Race was postponed from June 1st due to mist. Resta retired when a piston punched a hole through the crankcase, causing his car to catch fire – he had been in third place at the time. Note that Jack LeCain's car might have been driven by Nick Zwick.

The Futurity Handicap was also run – there were three heats and a final:

10 miles – Futurity Handicap, Heat

1	Louis Chevrolet	Frontenac	0:05:57.8	10s
2	Eddie Hearne	Frontenac		15s
3	Dario Resta	Resta Special		

10 miles – Futurity Handicap, Final

1	Dario Resta	Resta Special		scratch
	Ralph De Palma	Packard		scratch

Detroit Fairgrounds, MI

2nd June 1918

FP	#	Driver	Car	Time

5 miles – Ford Race

1	Johnnie Minot	Ford	0:05:12.6
2	Floyd Willard	Ford	

3 miles

1	Fred Horey		0:02:44.6
2	George Clark		

Khaki Sweepstakes, Heat 1

1	Gaston Chevrolet		
2	Dave Koetzla		

10 miles - Khaki Sweepstakes, Final

1	Gaston Chevrolet		0:09:00.4

Heavy rain caused the postponement of the races from the 30th May. One of the races was for the US Grant Hotel Trophy, but it isn't known which.

Wisconsin State Fair, Milwaukee, WI

9th June 1918 – 1 mile dirt oval

FP	#	Driver	Car	Time
Time Trials				
1		Louis Disbrow	Simplex Zip	0:00:40.2
3 miles – Match Race				
1		Cliff Woodbury	Duesenberg	
2		Jerry Wonderlich		
5 miles – Free-for-all				
1		Gaston Chevrolet		
2		Cliff Woodbury	Duesenberg	
5 miles – Handicap				
1		Gaston Chevrolet		
5 miles – Match Race				
1		Louis Disbrow		
2		Gaston Chevrolet		
20 miles – Liberty Sweepstakes				
1		Jerry Wonderlich		
2		Gaston Chevrolet		
3		Cliff Woodbury	Duesenberg	
		Louis Disbrow	Simplex Zip	
R		John Meyers	Hudson Super Six	2 laps/accident

Speedway Park, Chicago, IL

22nd June 1918 – 2 mile oval

FP	#	Driver	Car	Time	Handicap
100 miles - Handicap					
1	3	Louis Chevrolet	Frontenac	0:55:25, 107.9 mph	15s
2	9	Ralph Mulford	Frontenac	0:57:07	20s
3	14	Ira Vail	Hudson	0:58:15	75s
4	12	Donny Hickey	Hudson		70s
5	15	Barney Oldfield	Golden Submarine		40s
8	4	Ralph De Palma	Packard		scratch
	22	Tom Alley	Bender		75s
	2	Arthur Duray	Frontenac		45s
	7	Tommy Milton	Duesenberg		50s
		Eddie Hearne			50s
	5	Omar Toft	Miller		65s
	24	I.P.Fetterman	Peerless		80s
	27	Johnny McBride	Comet		90s
	32	Al Cotey	Ogren		90s
	30	H.Rosengreen	Ostewig		90s
	10	Percy Ford	Duesenberg		90s
	21	De Lloyd Thompson	Delage		85s
	31	Fred McCarthy	Gyrotary		60s
	16	Joe Boyer	Frontenac		40s
R	1	Dario Resta	Resta Special	20 laps/mechanical	30s
10 miles – Chicago Handicap, Heat 1					
1		Dario Resta		0:05:54	scratch
2		Barney Oldfield			
3		Omar Toft			

10 miles – Chicago Handicap, Heat 2

1	Louis Chevrolet	0:05:52	scratch
2	Dan Hickey		
3	Tom Alley		

10 miles – Chicago Handicap, Final

1	Dario Resta	0:05:33
2	Louis Chevrolet	
3	Barney Oldfield	

2 miles – Track Record Attempt

1	Ralph De Palma	0:01:02.41, 116 mph

On the 19th June, De Palma set a lap time of 1m03.4 (113.5 mph) during practice

Augusta, WI

4th July 1918

FP	#	Driver	Car	Time
50 miles - Free-for-all				
1		Donaldson	Ford 16 valve	1:10
2		Paul Ohne	Dodge	
3		Max Melera	Overland	
25 miles – Stock Cars				
1		Paul Ohne	Dodge	no time recorded
2		Nash	Houchea	
3		Melrose	Staver	

A race meet at Chippewa Falls was also announced for the same day, to feature a 25 mile auto race and a 10 mile stock car race. Given the proximity of Augusta to Chippewa Falls, and the fact that Donaldson was from Chippewa Falls, the two meets might have been one and the same.

Carthage, IL

4th July 1918

FP	#	Driver	Car	Time
100 miles				
1		Ed Brown	Dodge	
R		Alva L.Ford	Ford	60 laps/fatal accident

Ford's steering knuckle broke, throwing the car against a fence post and crushing the driver a few feet from his wife and children.

Cincinnati Motor Speedway, Sharonville, OH

4th July 1918 – 2 mile board oval

FP	#	Driver	Car	Time	
100 miles – Liberty Handicap					
1		Ralph De Palma	Packard	0:57:00.2	scratch
2		Tom Milton	Duesenberg		40s
3		Ralph Mulford	Frontenac		15s
4		Barney Oldfield	Golden Sunbeam		30s
5		Denny Hickey	Hudson		75s
6		Louis Chevrolet	Frontenac		scratch
		Ira Vail	Hudson		
		Fred McCarthy	Hoskins		
		Andy Burt	Hudson		
		A.E.Cotey	Ogren		
		Omar Toft	Miller		
R		Arthur Duray			
R		Milton McBride			
R		Joe Boyer	Frontenac		
R		Dario Resta	Resta Special	30 laps	25s
NS		Red Fetterman		car not ready	

NS	N.Zwick		car not ready
NS	Jim Meyer		car not ready

10 miles – Handicap, Heat 1

1	Louis Chevrolet		

10 miles – Handicap, Final

1	Louis Chevrolet		0:05:49
2	Joe Boyer		
3	Ralph Mulford		
4	Dario Resta		

Huntington, IN

4th July 1918

The meeting was to feature two races for Fords, a motorcycle race and a side-car race. The races happened, but the results were not reported.

Lakewood, GA

4th July 1918

FP	#	Driver	Car	Time
10 miles – Georgia Ford Derby				
1		Bob Lutton	Ford	0:13:20
2		Jerry Lutton	Ford	
R		Harry Glenn	Ford "Hook-Em Kow"	0 laps/engine

Lima Driving Park, OH

4th July 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time
Race 1				
1		Ben Lawwell	Ford Special	
Race 2				
1		Ben Lawwell	Ford Special	
Race 3				
1		Ben Lawwell	Ford Special	
Race 4				
1		Miss Mazy	Hudson	
2		Ben Lawwell	Ford Special	
Race 5				
1		Ben Lawwell	Ford Special	

There were eight entries in each race. L.B.Clost was scheduled to drive #3 Cino, but engine trouble caused the car to retire at the start of the races.

Pulaski Fairgrounds, PA

4th July 1918

FP	#	Driver	Car	Time
1 mile – Time Trials				
		Carl Fulkerson	Michigan Special	0:01:15
		James Wier	Wisconsin Special	0:01:15
		Frank Ripple	A.E.W.Special	0:01:20
		Marty Stooldraker	Mercer	0:01:23
		William Rankin	Sebring Six	0:01:38
		Red Gilchrist	Ford	0:01:45

3 miles

1	James Wier	Wisconsin Special	0:04:16

Uniontown, PA

18th July 1918

FP	#	Driver	Car	Time
5 laps – "International World Championship"				
1		Barney Oldfield	Golden Submarine	101 mph
2		Arthur Duray	Frontenac	3 laps/tyres

Separate from Independence Auto Derby.

Centlivre Park, Fort Wayne, IN

20th July 1918

Races were to include Arline Mauze, lady dirt track driver, and a race for local drivers to include Paul Augspurger and Ray Ormsby. Five professional drivers were entered, including Lanky Frank (Mercer), Spencer Hayes (Hayes Special), Farmer Cloud (Cinco), Ben Lowell (Ford Special), and Lon Chase (Mercedes). One of the races was called the Hoosier Derby.

Denver Times Auto Race, CO-WY

22nd July 1918 – Denver-Cheyenne: 112 miles

FP	#	Driver	Car	Time
1		Clarence Shockley		2:04
2		L.F.Heulen		2:13
3		Arthur Syes		3:30

Roosevelt, UT

25th July 1918

FP	#	Driver	Car	Time
1		Miller	Chevrolet	
2		Newton	Chevrolet	

Part of the Pioneer Day celebrations.

Chicago Speedway, IL

28th July 1918 – 2 mile oval

FP	#	Driver	Car	Time
2 miles				
1		Dario Resta	Resta Special	0:01:18.0
2		Louis Chevrolet	Frontenac	0:01:18.4
3		Ralph de Palma	Packard	0:01:19.0
4		Ralph Mulford		0:01:20.0
5		Ira Vail		0:01:37.0

This was the opening event of the day - the longer events are in the "championship" section.

Hitchcock Park, Mitchell, SD

30th July 1918 – 1 mile dirt oval

FP	#	Driver	Car	Time

Entrants:

Lampkin	Benz
Henderson	Fiat
Dashbach	Maxwell
Allen	Hudson
Epperson	Mercer
Davidson	Dons L'Argent
Young	Young Special
Lecoq	Midget Hankin
Buchanan	Baby Mine

There was to be a match race between John Boyd (Packard) and R.Burr Lampkin (Sun Ray Roamer). There was also to be an Australian handicap and seven other events. The results are not known.

Burlington, IA

10th August 1918

Jerry L.Wonderlich set a world record of 32s at the meeting. No other details are known.

Sedalia, MO

12th August 1918 – 1 mile dirt oval

Missouri State Fair – Auto Race Day. Earl Cooper, D'Allen, Louis Disbrow, Gaston Chevrolet, Jerry Wonderlich, Cliff Woodbury and J.Durant were contracted to drive. The results of these races are not known.

Springfield, IL

14th August 1918 - 1 mile dirt oval

Barney Oldfield skidded and crashed into the fence, his Golden Submarine rolling and bursting into flames. Oldfield escaped without injury.

Buchanan County Fair, Independence, IA

14th-16th August 1918

Races were held each day. Ray Lampkin completed a mile in 1m12.

South Park, WI

16th August 1918

FP	#	Driver	Car	Time
440 yards				
1		Clarence Otto		
2		Schubert		

Sheepshead Bay, NY

17th August 1918

FP	#	SP	Driver	Car	Time
2.00 miles (2.00 miles x 1 lap)					
1	XX	1	Ralph De Palma	Packard	0:01:05.6
2		4	Dario Resta	Peugeot	
3			Ralph Mulford		
4		2	Arthur Duray	Frontenac	
		5	Ira Vail	Hudson	
R		3	Louis Chevrolet	Frontenac	crankshaft
NS			Tommy Milton		mechanical

Start positions decided by ballot

10 miles (2.00 miles x 5 laps)

1	Ralph De Palma	Packard	0:05:24.8
2	Dario Resta	Peugeot	
3	Ralph Mulford		
4	Arthur Duray	Frontenac	
NS	Tommy Milton		mechanical

Having won all five races held this day, De Palma won the International Sweepstakes with 30 pts to Mulford's 22. Resta was 3rd with 19, Arthur Duray 4th with 6, Ira Vail 5th with 5 pts.

Marshfield Fairgrounds, MA

21st-23rd August 1918

FP	#	Driver	Car	Time
21st August: 3 miles – Group 1				
1		Ralph S.Porter		0:03:29.5
21st August: 3 miles – Group 2				
1		Russell T.Knox		0:03:23.5
21st August: 3 miles – Group 3				
1		Melvin B.Sheppard		0:03:42.5
21st August: 3 miles – Group 4				
1		Fred Sullivan		0:03:38.25
21st August: 3 miles – Group 5				
1		F.M.Roche		0:03:10
21st August: 3 miles – Final				
1		F.M.Roche		0:03:00.25
2		Russell T.Knox		
3		Fred Sullivan		

Part of the annual exhibition and cattle show of the Marshfield Agricultural and Horticultural Society.

23rd August: 5 miles – Heat 1
1 Roache

23rd August: 5 miles – Heat 2
1 Young

23rd August: 5 miles – Heat 3
1 James

23rd August: 5 miles – Heat 4
1 Fred Sullivan

23rd August: 5 miles – Final

1	Roache		0:08:26
2	Fred Sullivan		
4	James		

Iowa State Fairgrounds, Des Moines, IA

21st-30th August 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time
23rd August: 1 lap - Time Trials				
1		Sig Haugdahl	Fiat	0:00:32.20
=		Ray Lampkin	Benz	0:00:32.20
3		Ray Lampkin	Sun Ray Roamer	0:00:33.10
4		Jules Ellingboe	Briscoe	0:00:33.60
		Davisson	Dans L'Argent	
		Verne Soules	National	
		Epperson	Mercer	
		Horey	Delage	

Allen	Hudson	
Dashback	Maxwell Special	
Cliff Craft	Maxwell	
Duray	Mooney-Ford	
Young	Young Special	
Boyd	Packard Twin-Six	
Bill Endicott	Hudson	
Henderson	Fiat	
Buchanan	Baby Mine	
LeCocq	Midget	

23rd August: 5 miles – Division 3

1	Dashback	Maxwell Special	0:06:23.80
2	Boyd	Packard Twin-Six	
3	Davisson	Dans L'Argent	

23rd August: 5 miles – Division 4

1	Jules Ellingboe	Briscoe	0:06:18.80
2	Clark	Delage	
3	Gouldbourne	Mooney-Ford	

23rd August: 2 miles – Match Race

1	Henderson	Fiat
2	Ray Lampkin	Benz

23rd August: 5 miles – Australian Pursuit Handicap

1	Verne Soules	National
2	Toft	Maxwell
3	Jules Ellingboe	Briscoe
4	Duray	Mooney-Ford

23rd August: 3 miles – Match Race

1	Buchanan	Baby Mine
2	LeCocq	Midget

23rd August: 5 miles – Division 6

1	Young	Young Special	0:06:12.0
2	Boyd	Packard Twin-Six	
3	Dashback	Maxwell Special	

23rd August: 1 miles – World's Time Trials

1	Ray Lampkin	Sun Ray Roamer	0:01:04.6
2	Sig Haugdahl	Fiat	0:01:05.4
3	Jules Ellingboe	Briscoe	0:01:09.4

23rd August: 25 miles – Hawkeye Sweepstakes

1	Ray Lampkin	Sun Ray Roamer	0:28:59
2	Jules Ellingboe	Briscoe	
3	George Clark	Delage	
	Davison		
	Allen		
	Craft		
	Boyd		
	Bill Endicott		

Limited to 8 starters

24th August: 3 miles – Match Race

1	Barney Oldfield	0:04:03.75
2	George Clark	

24th August: 3 miles – Match Race

1	George Clark	0:04:03.0
2	Barney Oldfield	

24th August: 5 miles – Match Race

1	Barney Oldfield	0:06:35.75
2	George Clark	

30th August: 1 lap – Time Trial, Flying Start

Sig Haugdahl	Fiat	0:00:31.4
Jules Ellingboe	Briscoe	0:00:31.8
Ray Lampkin	Sun Ray Roamer	0:00:32.2
Bill Endicott	Hudson	0:00:32.6

30th August: 3 miles – Special Division, Standing Start

1	Epperson	Mercer	0:03:34.3
2	Craft	Maxwell	

3	Davisson	Hudson	

30th August: 3 miles – Division 3, Standing Start

1	Jules Ellingboe	Briscoe	0:03:15.8
2	Ray Lampkin	Sun Ray Roamer	

30th August: 1 mile – Miniature Cars, Flying Start

1	Ted Lecocq	Midget	0:01:12.2
2	Buchanan	Baby Mine	

30th August: 25 miles – Hawkeye Sweepstakes, Standing Start

1	Ray Lampkin	Sun Ray Roamer	0:30:03.8
2	George Clark	Delage	
3	Craft	Maxwell	
R	Jules Ellingboe	Briscoe	engine

Belleville, KS

23rd August 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time

3x10 laps – Free-for-all

1		Harold Roller	Ford 16 valve special
2		Rex Kent	Studebaker
3			Mercer

Lawrence Levendofsky, a spectator, was killed during the event.

Forest Park, Lowville, NY

25th August 1918

FP	#	Driver	Car	Time

1 mile – Ford Novelty Race

1		Dewey Dekin	0:04:00
2		Lloyd Loucks	0:04:07
3		Burt Barnett	0:04:13.5
4		Burt Schemed	0:04:14.5

Cars had to be cranked at the start, drive an eighth of a mile, stop, re-crank and proceed another eighth of a mile until 1 mile was complete. Three heats were run, with the times amalgamated to give the overall result.

Part of the Lewis County Fair and Exposition.

Barnstable, MA

27th August 1918

FP	#	Driver	Car	Time

5 miles

1		Walter Rodin	
2		Ernest A.Cash	

Part of the 74th Annual Cattle Show and Fair of the Barnstable County Agricultural Society.

Michigan State Fairgrounds, Detroit, MI

31st August 1918

FP	#	Driver	Car	Time

10 miles – Free-for-all

1		Fred Horey	0:09:13.4
2		Barney Oldfield	

5 miles – Heat 1

1	Fred Horey	0:05:17.0
2	Barney Oldfield	

5 miles – Heat 2

1	Barney Oldfield	0:04:32.4
2	Fred Horey	

Sheepshead Bay, NY

31st August 1918

FP	#	Driver	Car	Time

4 miles - Exhibition

		Ralph de Palma		0:02:03

Part of the New York Police field day games. A hole had been burnt into the board surface by flames from a wrecked motorcycle.

Bennings, DC

2nd September 1918 – 1 mile dirt oval

FP	#	Driver	Car	Time

5 miles

1		Milo Burbage	Mercer	

10 miles

1		S.Frazier		

During one of the races, Milo Burbage skidded on the lower turn, blowing a tyre and going through the fence, landing in a mint bed - he was unhurt. In a five mile match race between William Denham on a motorcycle and Don Moore in a Beaver Bullet, Moore skidded and his rear wheel struck Denham's front wheel, throwing Denham into a ditch. He was also unhurt. The races were run by the National Motor Speedway Association.

Lakewood, GA

2nd September 1918 – 1 mile dirt oval

FP	#	Driver	Car	Time

5 miles – Heat 1

1		Harry Glenn		0:06:21
		Hal Gilbert		
		Joe Lancaster		

5 miles – Heat 2

1		Harry Glenn		0:06:25
		Hal Gilbert		
		Joe Lancaster		

Lincoln Fairgrounds, NE

2nd September 1918 – ½ mile dirt oval

What were reported as automobile records were set for the half mile, the mile and two miles on a dirt track by Sig Haugdahl, in 31.20s, 1m02.60s and 2m04.60s respectively.

Uniontown, PA

2nd September 1918

FP	#	Driver	Car	Time

5 laps – Match Race

1	Louis Chevrolet	Frontenac	0:03:21.9
2	Ralph Mulford	Frontenac	
R	Dario Resta	Resta Special	accident

Match race happened before 100 mile race.

Indianapolis State Fairgrounds, IN

7th September 1918

FP	#	Driver	Car	Time
1 mile – State Fair Sweepstakes				
1		Arthur Chevrolet		65.1 mph

Other races were held on this day - results unknown.

Moberly, MO

8th September 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time
1 mile – Exhibition				
		Mrs Mais	Mercer	0:01:26
1 mile				
1	2	Ray Humphrey	Buick	0:01:39
2		Mrs Mais	Mercer	
100 miles				
1		Jas Mais	Mercer	
2		Frank McDonald	Overland	
3		C.E.Brown	Dodge	
4	2	Ray Humphrey Buick		
R		Burgett	Simplex	accident/rolled
R	5	Cusac	Buick	0 laps/accident

The Mercer finished four laps ahead of the Overland.

The race had been scheduled for the 2nd September, but was post-poned due to rain until the 3rd September, when the races were postponed again due to rain

Helena Fairgrounds, MT

10th-14th September 1918– 1 mile dirt oval

FP	#	Driver	Car	Time
10th September: 4 miles – Ford Race				
1		D.O.Hallock	Ford	0:04:23
2		J.A.O'Neill	Ford	
3		P.L.O'Neill	Ford	
4		George Keller	Ford	
		M.E.Schultz	Ford	
		Gilman McKinnie	Ford	
12th September: Ford Race				
1		D.O.Hallock	Ford	
13th September: Ford Race				
1		D.O.Hallock	Ford	
2		P.L.O'Neill	Ford	

14th September: Ford Race
Cancelled due to rain.

Held as part of the Montana State Fair.

Titusville, PA

11th September 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time
5 miles				
1		Hugh Jameson		0:07:30
2		Harry Nicodemus		
3		Dr H.H.Dight		
4		M.J.Gillen		
5		Charles A.Brown		
6		Dorsey Marsh		

Part of the Titusville Fair.

Centlivre Park, Fort Wayne, IN

12th September 1918

Races arranged with IMCA. To feature Ray Lampkin (Sun Ray Roamer), Ray Dashback (Maxwell Special), Epperson (Mercer), Fran Allen (Hudson), Johnny Boyd (Packard Twin). Races were cancelled due to rain.

Sevier County Fairgrounds, UT

12th-14th September 1918

FP	#	Driver	Car	Time
12th September				
1			Buick	
2			Maxwell	-1 lap
3			Ford	
4			Pierce-Arrow	
13th September				
1			Buick	
2			Ford	
3			Maxwell	

At the beginning of the race the mechanician of the Buick had his arm torn when the car skidded in passing the sprinkler and collided with the vehicle. He had his arm bandaged and continued with the race.

State Fair Park, Milwaukee, WI

13th September 1918

FP	#	Driver	Car	Time
3 miles				
1		Cliff Woodbury	Duesenberg	0:02:57
2		Jerry Wonderlich		
3		D'Allen		
5 miles – "Battle of the Champions"				
1		Earl Cooper	Stutz	0:04:37
2		Gaston Chevrolet		
R		Louis Disbrow		engine
Handicap Pursuit				
1		Louis Disbrow		
2		Earl Cooper		
R		Jerry Wonderlich		
R		Cliff Woodbury		
5 miles				
1		Gaston Chevrolet		0:04:34
2		Cliff Woodbury		

3	Jerry Wonderlich		
4	D'Allen		

25 miles – Badger State Sweepstakes

1	Louis Disbrow		0:23:22
2	Earl Cooper		
3	Cliff Woodbury	Duesenberg	

Lima Driving Park, OH

14th September 1918

FP	#	Driver	Car	Time

2 miles – Exhibition

1		Louis Chevrolet	Frontenac	0:02:31

1 mile – Time Trial

1		Louis Chevrolet	Frontenac	0:01:07.5

3 miles

This race was stopped on the second lap by AAA official representative Walter Pfeiffer due to the excessive dust raised by the race cars. The track was then watered to reduce the dust.

3 miles

1	Louis Chevrolet	Frontenac	
2	Leon Duray		

5 miles

1	Louis Chevrolet	Frontenac	
2	Leon Duray		

1 mile – Time Trial

1	Louis Chevrolet	Frontenac	0:01:04.25

10 miles

1	Louis Chevrolet	Frontenac	
2	Leon Duray		

Cedar Valley Fairgrounds, IA

19th September 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time

3 miles – 300ci and under

1		Jerry Wonderlich	Marquette Buick	0:03:31
2		Woodbury	Duesenberg	
3		Cody	Ogren Special	

3 miles – Heat 1

1		Louis Disbrow	Simplex	0:03:28
2		Gaston Chevrolet	Sunbeam	
3		Earl Cooper	Stutz	

½ mile – Time Trials

1		Louis Disbrow	Simplex	0:00:33.0
2		Gaston Chevrolet	Sunbeam	0:00:33.8

5 miles - Handicap Pursuit (handicap based in finish time in tome trials)

1		Woodbury	Duesenberg

2 miles - Match Race

1		Woodbury	Duesenberg
2		Jerry Wonderlich	Marquette Buick

10 miles – Liberty Sweepstakes

1		Gaston Chevrolet	Sunbeam
2		Louis Disbrow	Simplex
3		Woodbury	Duesenberg
4		Earl Cooper	Stutz
		D'Allen	Fiat
		Cody	Ogren Special

AAA rules were suspended to allow the IMCA champion Louis Disbrow to compete against AAA champions Cooper and Chevrolet.

Northern Wisconsin State Fair, Eau Claire, WI

20th September 1918

FP	#	Driver	Car	Time
25 miles				
1		Barker	Chevrolet	0:35:26.5
2		Kappus	Dodge	
3		Michael	Case	
R		Arthur Erickson	Ford	accident
25 miles – Free-for-all				
1		Barker	Chevrolet	
2		Kappus	Dodge	
3			Ford	
R		Al Jordan	Dodge	accident
15 miles – Stock cars				
1			Dodge	
2		Arthur Erickson	Oakland	
3			Dodge	

Kansas State Fairgrounds, Hutchinson, KS

20th-21st September 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time
20th September: 5 miles – Match Race, Heat 1				
1		Glen Breed	Hudson Super-Six	
2		Sig Haugdahl		9 laps/dropped cylinder
20th September: 5 miles – Match Race, Heat 2				
1		Sig Haugdahl		
2		Glen Breed	Hudson Super-Six	

Breed refused to allow Haugdahl to change cars, so Haugdahl disconnected the damaged cylinder and continued.

20th September: 5 miles – Match Race, Heat 3				
1		Sig Haugdahl		
2		Glen Breed	Hudson Super-Six	

Haugdahl won the Match.

21st September: 1 mile – Time Trial				
1		Jules Ellingboe	Briscoe	0:01:05.8
2		Bill Endicott	Hudson Super-Six	
21st September: Heat Race				
1		Bill Endicott	Hudson Super-Six	"slow"
2		Leon Duray	Maxwell	
21st September: 3 miles				
1		Jules Ellingboe	Briscoe	0:03:27.4
2		Bill Endicott	Hudson Super-Six	
3		Leon Duray	Maxwell	
21st September: 12.5 miles – Sunflower Sweepstakes				
1		Bill Endicott	Hudson Super-Six	
2		Jules Ellingboe	Briscoe	
3		Leon Duray	Maxwell	
21st September: Class Handicap				
1		Bill Endicott	Hudson Super-Six	
2		Jules Ellingboe	Briscoe	
3		Leon Duray	Maxwell	

The meeting was sanctioned by IMCA. Leon Duray was an alias used by George Steward.

Tennessee State Fairgrounds, Nashville, TN

21st September 1918

FP	#	Driver	Car	Time
15 miles – Tennessee Sweepstakes				
1		George Clark		
R		Ben Gotoff	Isota	accident

Gotoff lost control of his car and hit the fence – he was taken to hospital with a possible fractured skull.

Eau Claire County Fairgrounds, Augusta, WI

26th September 1918 – 1 mile dirt oval

FP	#	Driver	Car	Time
Overall				
1		J.F.Cappus	Dodge	
2		Andrew Danielson	Ford	
3		J.Erickson	Ford/Dodge	

Erickson started in a Ford, but broke the axle in the second heat so drove the third in the Dodge.

Heat 1				
1		J.F.Cappus	Dodge	0:11:02
Heat 2				
1		J.F.Cappus	Dodge	0:11:08
Heat 3				
1		J.F.Cappus	Dodge	0:11:26

Hugo, CO

27th-28th September 1918

The following events were scheduled:
27th September: 10 mile race for Ford cars
28th September: 15 mile stock car race, non-professional drivers
28th September: 20 mile free-for-all

These races were part of the Lincoln County Fair – the results aren't known.

Cleburne, TX

5th October 1918

FP	#	Driver	Car	Time
5 miles – Free-for-all				
1		Fred Melaun	Ford	0:06:10
2		Generalsky	Ford	
3		Cusick	Ford	
5 miles				
1		Fred Melaun	Ford	0:05:41.4
2		George Melaun	Ford	
3		McCaughran	Ford	
5 miles				
1		Fred Melaun	Ford	0:05:42.6
2		Generalsky	Ford	
3		McCaughran	Ford	

Part of the Johnson County District Fair.

Fresno, CA

5th October 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time
20 miles – Match Race				
1		Cliff Durant	Chevrolet	0:17:36.1
2		A.H.Patterson	Hudson	

Patterson blew a tyre when leading on the 10th mile. He lost two laps while getting it changed, and never regained the time.

10 miles – Heat 1				
1		A.H.Patterson	Hudson	0:08:43.3
2		Eddie Pullen		
3		Cliff Durant	Chevrolet	
10 miles – Heat 2				
1		Eddie Pullen		
2		A.H.Patterson	Hudson	0:08:47.2
3		Cliff Durant	Chevrolet	
10 miles – Heat 3				
1		A.H.Patterson	Hudson	0:08:53.0
2		Cliff Durant	Chevrolet	
R		Eddie Pullen		0 laps/engine

Independence, MO

13th October 1918 – ½ mile dirt oval

FP	#	Driver	Car	Time
Heat 1				
1		Ray Burr Lampkin		0:03:46.4
2		Barney Oldfield		
Heat 2				
1		Barney Oldfield		0:03:53.0
2		Ray Burr Lampkin		
Heat 3				
1		Barney Oldfield		0:03:37.5
2		Ray Burr Lampkin		

This was Oldfield's last race.

10 laps – Missouri Sweepstakes, Free-for-all, Heat 1				
1		Ray Dashbach		0:06:09
10 laps – Missouri Sweepstakes, Free-for-all, Heat 2				
1		Ray Dashbach		

Belmont Park, NY

26th October 1918

Originally Ralph De Palma was to compete, but as he had just enlisted in the air service in charge of experimental flying, he couldn't, and Louis Chevrolet took his place driving a Frontenac. Chevrolet attempted to break the world's dirt track record, and took part in a 4.5 mile race against Lieutenant Meany in an airplane.

Pittsburg, TX

29th October 1918

Auto races were held on this day as part of the Northeast Texas Fair – the results are not known.

Cotton Palace, Waco, TX

10th November 1918– ½ mile dirt oval

FP	#	Driver	Car	Time
2 miles				
1		Jules Ellingboe		0:02:31.2
2		Calahan		
3		Clements		
3 miles				
1		George Clark		0:03:58
2		Fred Horey		
3		Floyd Willard		
1 mile – Time Trial				
		Fred Horey		0:01:02
5 miles – Australian Handicap				
1		Fred Horey		0:05:43
2		Doyle		
3		Clement		
3 miles - Handicap				
1		Floyd Willard		0:03:41
2		George Clark		
3		Jules Ellingboe		
3 miles				
1		Callahan		
2		Floyd Willard		
3		George Clark		

Other Matters of the Year

It was announced in the 24th March that the AAA had decided to rescind the discontinuation order for auto racing, and that it would sanction races in 1918.

On the 30th March Art Klein received a commission as second lieutenant in the flying corps of the US army. He went to a training camp in Texas.

On the 5th May Lieutenant Eddie Rickenbacher downed a German niplane after a duel over the American lines in the Toul sector. On the 17th June Rickenbacher was recognised as an ace after downing five German aircraft between the 29th April and the 20th May.

The Annual Floral Classic in Santa Rosa, CA, was to feature auto races on the 26th May. Earl Cooper was to compete in 10, 20 and 40 mile events, and in a match race with Cliff Durant (Chevrolet Special). Louis LeCocq was to drive a Duesenberg, and Sterling Price was to compete against him in a match race. No further details are known.

Races were to take place at Wheeling, WV, on the 8th June. Denny Hickey was to drive a Hudson, DeLloyd Thompson a Duesenberg (Rickenbacher's old car). Barney Oldfield, Tommy Milton, Omar Toft, Ira Vail and Fetterman were also to compete. No further details are known about this event. Barney Oldfield and Ira Vail were also to compete at Norwood Park, Clarksburg, WV, the following day on the 9th June. No further details are known about this event either.

A "Baby" auto race was to take place at Swinney Park, Fort Wayne, IN, on the 29th June. No further details are known.

Motorcycle and auto races were to be held at Turner Park, Deming, NM, on the 4th July. No further details are known.

Pioneer Day on the 24th July at La Sal, UT, was to feature an auto race to Big Indian and back. It isn't known if the race took place.

The Dickinson County Fair at Spirit Lake, IA, on the 16th August was abandoned due to a muddy track, despite 16 cars being present. A 4 lap Ford Stock car race, 5 mile stripped Ford race, 5 mile free-for-all and a 10 mile free-for-all were to have been held.

Auto races were to be part of the Labor Day celebrations at Camp Dick, TX, on the 4th September. It isn't known if the races took place.

The Kentucky State Fair was to be held in Louisville from the 9th-14th September, and was to include auto races in which Eddie O'Donnell, Dave Lewis, Chevrolet and Barney Oldfield were to compete. No further details are known.

On the 14th September, the Contest Board of the American Automobile Association disqualified and permanently suspended a number of drivers for competing in unsanctioned meetings. Barney Oldfield was suspended for competing at Springfield, IL. Earl Cooper, Al Cotey and Tom Allen were also suspended.

The Interstate Live Stock Fair Association was to hold auto races at Woodland Park, Sioux City, IA, on the 14th and 15th September. It isn't known if the races took place.

The Inter-State Fair Association was to hold an auto race at Trenton, NJ, on the 20th September, with Ralph De Palma expected to race. It isn't known if the race took place.

The 5th Sanpete County Fair was to be held in Manti, UT, on the 20th-21st September. Auto races took place, but the results are not known.

The Peoria District Fair, IL, was held from the 20th-28th September and was to feature auto races with Chevrolet and Disbrow. It isn't known if the races took place.

The Pacific Coast Land and Industrial Exposition was to be held from the 23rd-28th September in Oakland, CA, and was to feature an automobile exhibit and races. It isn't known if the races took place.

The Big Clay County Fair was to be held in Spencer, IA, from the 24th-27th September, and was to include a Ford auto race. It isn't known if the race took place.

Auto races were to be held in Oklahoma City, OK, as part of the Oklahoma State Fair and Exposition from the 21st-28th September. Barney Oldfield was to compete in his Golden Submarine on the 21st, together with Arthur Chevrolet, Leon Duray, Larry Doyle, Jules Ellingboe, Bill Endicott, Verne Soules and Sig Haugdahl on the 25th and 28th. It isn't known if the races took place.

Louis Chevrolet (Frontenac) and Ralph De Palma (Packard Twin Six) were to compete in a 100 mile race at Fort Miami, Toledo, OH on the 28th September. It isn't know if the race took place.

Mr Todd of Cleveland rented the Butler County Fairgrounds, OH, for auto races on the 5th October. Earl Cooper (Metz), Howard Wilcox (Wilcox Special), Louis Disbrow, "Demon" O'Connell, Sammy Feilding, Joe Dawson (Cino), Arthur Duray, Bill Endicott, Herb Rudy and Earl McKnight were to compete. It isn't known if the races took place.

The Victory Fair was to be held in Dallas, TX, with races on the 7th, 11th and 12th October. Sig Haugdahl, Leon Duray, Fred Horey and Floyd Willard were to race, but it is not known if the races took place.

Auto races were to be held at the Brookfield Fairgrounds, MO, on the 8th October. They were to feature a 3 heat match race between Barney Oldfield and Ray Burr Lampkin, and 8 other races. No other details are known.

An auto race was to be held on the last day of the Alabama State Fair in Birmingham, AL, on the 12th October. It isn't known if the race took place.

The Virginia State Fair was to hold a race meet sanctioned by IMCA at Richmond, VA, on a 1 mile dirt oval on the 12th October. There were to be 3 heats of 10, 15 and 25 miles between Arthur Chevrolet, Fred Horey, Leon Duray and Jules Ellingboe. It isn't known if the races took place.

On the 15th October, veteran racer Johnny Aitken died of pneumonia following an attack of Spanish Influenza in Indianapolis, IN.

A fair was to take place during the Autumn in Cedar, UT, and was to feature an auto race between Dr Leonard and Harry Hunter. It isn't known if the race took place.

Other US Events

The table below lists events which are known to have taken place, but of which there are no further details at the present moment.

Year	Date	Venue	Type	Comments
1898		Dongan Hills Fairgrounds, Staten Island, NY	½ mile dirt oval	Could have been 1899.
1898	30th May	Rochester Driving Park, NY		
1899	25th June	Branford Park, CT	½ mile dirt oval	
1899		Rochester Driving Park, NY		
1899		Washington Park, IL	1 mile dirt oval	
1900s		Great Neck, LI, NY	Dirt oval	Could have been 1910s
1900s	Early…..	Laurel, MD	1 mile dirt oval	
1900s	Early…..	Manhassett, LI, NY	Dirt oval	
1900s	Early…..	Monoa, PA	½ mile dirt oval	
1900s	Early…..	Silver Lake Fairgrounds, NY	½ mile dirt oval	
1900s	Early…..	Richmond Fairgrounds, IN	1 mile dirt oval	Also known as Single G Oval
1900	14th April	Babylon, LI, NY	1 mile beach oval	
1900	22nd November	Electric Park, MD	½ mile dirt oval	
1900		Galveston Beach		Speed run
1900	13th September	Poughkeepsie, NY	Dirt oval	
1900	31st May	Rochester Driving Park, NY		
1900		Yonkers, NY	1 mile dirt oval	Race won by Isaac D.Plank.
1901		Higginsville Fairgrounds, MO	Dirt oval	Two Locomobiles raced.
1901		Ingleside, CA	1 mile dirt oval	
1901	20th-23rd August	Knoxville Raceway, IO	½ mile dirt oval	
1901		Washington Park, IL	1 mile dirt oval	
1902		Aquidneck Trotter Park, RI	Dirt oval	
1902		Dayton Fairgrounds, OH	½ mile dirt oval	
1902	1st September	Elkwood/Monmouth, NJ	1 mile dirt oval	
1902		Ingleside, CA	1 mile dirt oval	
1902		Topeka Fairgrounds, KS	½ mile dirt oval	
1903		Aquidneck Trotter Park, RI	Dirt oval	
1903	18th July	Jackson Fairgrounds, MS	½ mile dirt oval	
1903		Jackson Legion Fairgrounds, MI	½ mile dirt oval	
1903	18th August	Kokomo Driving Park, IN	½ mile dirt oval	
1903		Topeka Fairgrounds, KS	½ mile dirt oval	
1904	30th June	Aquidneck Trotter Park, RI	Dirt oval	
1904		Davenport Fairgrounds, IO	1 mile dirt oval	
1904		Elmwood, PA	Dirt oval	
1904	14th June	Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1904		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1904		Ingleside, CA	1 mile dirt oval	
1904		Jackson Fairgrounds, MS	½ mile dirt oval	
1904		Mason City Fairgrounds, IO	½ mile dirt oval	Race won by Fred Duesenberg
1904	12th September	Rhinebeck Fairgrounds, NY	½ mile dirt oval	
1904	22nd November	Sumter Road Race, SC	Road course	3.625 miles.
1904		Topeka Fairgrounds, KS	½ mile dirt oval	
1905		Bellefonte Fairgrounds, PA	½ mile dirt oval	
1905		Davenport Fairgrounds, IO	1 mile dirt oval	
1905		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1905		Fort Wayne Driving Park, IN	1 mile dirt oval	
1905		Fresno Speedway, CA	1 mile dirt oval	
1905		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1905	30th May	Hawthorne Horse Track, IL	1 mile dirt oval	
1905		Illinois State Fairgrounds, IL	1 mile dirt oval	
1905		Ingleside, CA	1 mile dirt oval	
1905		Irvington Horse Track, OR	1 mile dirt oval	
1905		Jackson Fairgrounds, MS	½ mile dirt oval	
1905		Lafayette Fairgrounds, IN	1 mile dirt oval	
1905	4th September	Longport Speedway, NJ	2.5 mile beach track	Went from 24th St in Longport to Fredericksburg Ave in Ventnor.
1905		Maxwellton, MO	1 mile dirt oval	
1905		Overland Park, CO	Dirt oval	
1905		Topeka Fairgrounds, KS	½ mile dirt oval	
1905		Union Park, MI	Dirt oval	
1905		West Palm Beach, FL	Beach oval	
1906	11th October	Birmingham International Raceway, AL	1 mile dirt oval	1st car race here was between Barney Oldfield and Louis Chevrolet
1906	28th April	Cape May, NJ	½ mile beach oval	
1906		Charter Oak, CT	½ mile dirt oval	

1906		Davenport Fairgrounds, IO	1 mile dirt oval	
1906		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1906		Fort Wayne Driving Park, IN	1 mile dirt oval	
1906		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1906		Gravelly Point, VA	Dirt oval	Also called Washington DC.
1906		Hamline, MN	1 mile dirt oval	
1906		Illinois State Fairgrounds, IL	1 mile dirt oval	
1906		Jackson Fairgrounds, MS	½ mile dirt oval	
1906		Lexington Fairgrounds, KY	1 mile dirt oval	Promoted by Barney Oldfield and William Pickens.
1906		Mount Washington, NH	7.4 mile hillcimb	
1906		Overland Park, CO	Dirt oval	
1906		Reading Driving Park, PA	Dirt oval	Also known as Three Mile House Racetrack
1906		Spring City Race Track, PA	½ mile dirt oval	
1906		Topeka Fairgrounds, KS	½ mile dirt oval	
1907	5th October	Aurora Driving Park, IL	½ mile dirt oval	
1907		Birmingham International Raceway, AL	1 mile dirt oval	
1907		Charter Oak, CT	½ mile dirt oval	
1907		Davenport Fairgrounds, IO	1 mile dirt oval	
1907		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1907		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1907		Hawthorne Horse Track, IL	1 mile dirt oval	
1907		Illinois State Fairgrounds, IL	1 mile dirt oval	
1907		Ingleside, CA	1 mile dirt oval	
1907		Jackson Fairgrounds, MS	½ mile dirt oval	
1907		Mount Washington, NH	7.4 mile hillclimb	
1907		Salt Lake City Fairgrounds, UT	½ mile dirt oval	
1907		Seattle Motor Speedway, WA	1 mile dirt oval	
1907		Topeka Fairgrounds, KS	½ mile dirt oval	
1908		Aurora Driving Park, IL	½ mile dirt oval	
1908		Charter Oak, CT	½ mile dirt oval	
1908	6th October	Danbury Fair Racearena, CT	½ mile dirt oval	
1908		Davenport Fairgrounds, IO	1 mile dirt oval	
1908		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1908		Fresno Speedway, CA	1 mile dirt oval	
1908		Goshen, NY	1 mile dirt oval	Also known as William H.Cane's Good Time Speedway.
1908		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1908		Hawthorne Horse Track, IL	1 mile dirt oval	
1908		Ingleside, CA	1 mile dirt oval	
1908		Iowa State Fairgrounds, IO	½ mile dirt oval	
1908		Jackson Fairgrounds, MS	½ mile dirt oval	
1908	4th July	Lamar Fairgrounds, CO	Dirt oval	
1908		League Park, IN	Dirt oval	
1908		Los Angeles to Mount St.Antonio, CA	100 miles	Point to point race
1908		Mount Washington, NH	7.4 mile hillclimb	
1908		Overland Park, CO	Dirt oval	
1908		Red Oak Fairgrounds, IO	½ mile dirt oval	
1908		Salt Lake City, UT	Hillclimb	
1908		Topeka Fairgrounds, KS	½ mile dirt oval	
1909		Alcyon Speedway, NJ	½ mile dirt oval	
1909		Aurora Driving Park, IL	½ mile dirt oval	
1909		Charter Oak, CT	½ mile dirt oval	
1909		Davenport Fairgrounds, IO	1 mile dirt oval	
1909		Fresno Speedway, CA	1 mile dirt oval	
1909		Hawthorne Horse Track, IL	1 mile dirt oval	
1909		Illinois State Fairgrounds, IL	1 mile dirt oval	
1909		Ingleside, CA	1 mile dirt oval	
1909		Iowa State Fairgrounds, IO	½ mile dirt oval	
1909		Jackson Fairgrounds, MS	½ mile dirt oval	
1909		Los Angeles Memorial Coliseum, CA	¼ mile wood oval	
1909		Los Angeles to Mount St.Antonio, CA	93 miles	Point to point race
1909		Mineral Wells Fairgrounds, TX	Dirt oval	
1909		Moro, OR	Street course	
1909		Mount Washington, NH	7.4 mile hillclimb	
1909		Olympic Park Stadium, NJ	½ mile dirt oval	
1909		Overland Park, CO	Dirt oval	

1909	6th September	Petersburg, WV	Dirt oval	Possibly Shattuck Park
1909		Reading Fairgrounds, PA	½ mile dirt oval	
1909		Red Oak Fairgrounds, IO	½ mile dirt oval	
1909		Richmond Fairgrounds, VA	1 mile dirt oval	
1909	1st December	San Jose, CA		
1909		Spokane Fairgrounds, WA	1 mile dirt oval	
1909		Topeka Fairgrounds, KS	½ mile dirt oval	
1910s		Anamosa, IO	½ mile dirt oval	
1910s		Bismarck Fairgrounds, ND	½ mile dirt oval	
1910s		Cabobi Lake, NH	Dirt oval	Might have been 1920's
1910s		Idora Park, Oakland, CA	Dirt oval	
1910s		Central City Fairgrounds, IO	½ mile dirt oval.	
1910s		Jackson County Speedway, IO	½ mile dirt oval	
1910s		Keokuk Fairgrounds, IO	½ mile dirt oval	
1910s		Mineral Springs Park, IL	½ mile dirt oval	
1910s		Rochelle, IL	1 mile dirt oval	
1910s		Schulenburg, TX	5/8 mile dirt oval	
1910s		VFW Driving Park, PA	Dirt oval	At Del Delight Horse Park. Might have been 1920s.
1910		Ak-Sar-Ben Speedway, NE	1 mile dirt oval	
1910		Arizona State Fairgrounds	1 mile dirt oval	
1910		Atlanta, GA	1/3 mile wood oval	Ran an exhibition by a race car – usually held motorcycle races
1910		Atlantic Fairgrounds, IO	½ mile dirt oval	
1910		Aurora Driving Park, IL	½ mile dirt oval	
1910		Birmingham International Raceway, AL	1 mile dirt oval	
1910		Boise Fairgrounds, ID	½ mile dirt oval	Barney Oldfield raced here
1910		Bowhills, ND	Dirt oval	
1910		Canton, SD	½ mile dirt oval	Canton Fairgrounds in 1912 is in ND – one and the same?
1910		Charter Oak, CT	½ mile dirt oval	
1910	20th November	Columbia Fairgrounds, SC	1 mile dirt oval	
1910		Council Bluffs, IO	Dirt oval	
1910		Davenport Fairgrounds, IO	1 mile dirt oval	
1910		Emeryville Race Track, CA	1 mile dirt oval	
1910		Fairmount Park, IN	½ mile dirt oval	
1910		Fresno Speedway, CA	1 mile dirt oval	
1910		Fort Smith, AK	Dirt oval	Barney Oldfield entered in race.
1910		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1910	8th June	Guttenberg, NJ	1 mile dirt oval	
1910		Hawthorne Horse Track, IL	1 mile dirt oval	
1910		Helena Fairgrounds, MT	1 mile dirt oval	
1910		Iowa State Fairgrounds, IO	½ mile dirt oval	
1910		Jackson Fairgrounds, MS	½ mile dirt oval	
1910		Lawrenceburg Speedway, IN	½ mile dirt oval	
1910		Los Angeles, CA	Dirt oval	Sand lot ball diamond. Alex Pabst raced here.
1910		MetraPark, MT	½ mile dirt oval	AKA Yellowstone Expo. Barney Oldfield ran here.
1910		Mineral Wells Fairgrounds, TX	Dirt oval	
1910		Mount Washington, NH	7.4 mile hillclimb	
1910	24th September	Nazareth Raceway, PA	1 mile dirt oval	
1910		Nebraska City, NE	½ mile dirt oval	
1910		New York State Fairgrounds, NY	1 mile dirt oval	
1910		Olympic Park Stadium, NJ	½ mile dirt oval	
1910		Overland Park, CO	Dirt oval	
1910		Richmond Fairgrounds, VA	1 mile dirt oval	
1910		Salt Lake City Fairgrounds, UT	½ mile dirt oval	
1910		Seattle Motor Speedway, WA	1 mile dirt oval	
1910		Spokane Fairgrounds, WA	1 mile dirt oval	
1910		Three Rivers, MI	Street course	
1910		Topeka Fairgrounds, KS	½ mile dirt oval	
1910		Towanda, PA	Hillclimb	
1910		Venice Speedway, CA		
1910		Wildwood, NJ	Beach course	
1911	8th October	Ak-Sar-Ben Speedway, NE	1 mile dirt oval	
1911		Arizona State Fairgrounds	1 mile dirt oval	
1911		Aurora Driving Park, IL	½ mile dirt oval	
1911		Birmingham International Raceway, AL	1 mile dirt oval	
1911		Clinton Fairgrounds, IO	½ mile dirt oval	
1911		Columbia Fairgrounds, SC	1 mile dirt oval	
1911		Davenport Fairgrounds, IO	1 mile dirt oval	
1911		DeWitt Fairgrounds, IO	½ mile dirt oval	
1911		Emeryville Race Track, CA	1 mile dirt oval	

1911		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1911		Fresno Speedway, CA	1 mile dirt oval	
1911		Galveston Horse Track, TX	1 mile dirt oval	
1911		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1911		Hyde Park, Readville, MA	1 mile dirt oval	
1911		Ingleside, CA	1 mile dirt oval	
1911		Jackson Fairgrounds, MS	½ mile dirt oval	
1911		Louisiana State Fairgrounds, LO	1 mile dirt oval	
1911		Madison Fairgrounds, WI	1 mile dirt oval	
1911	3rd-4th July	Medford, OR	Street course	
1911		Medford Fairgrounds, OR	1.125 mile dirt oval	
1911		Mount Washington, NH	7.4 mile hillclimb	
1911		Olympic Park Stadium, NJ	½ mile dirt oval	
1911		Overland Park, CO	Dirt oval	
1911		Richmond Fairgrounds, VA	1 mile dirt oval	
1911		San Jose, CA		
1911		Spokane Fairgrounds, WA	1 mile dirt oval	
1911		Tanforan, CA	1 mile dirt oval	
1911		Three Rivers, MI	Street course	
1911		Topeka Fairgrounds, KS	½ mile dirt oval	
1911		Venice Speedway, CA		
1911		Wheeling Fairgrounds, WV	½ mile dirt oval	
1911		Wildwood, NJ	Beach oval	
1911	5th September	Wilkes-Barre, PA	½ mile dirt oval	
1912	17th August	Albany, NY	½ mile dirt oval	Perhaps Albany Riding Club.
1912		Arizona State Fairgrounds	1 mile dirt oval	
1912	14th July	Canton Fairgrounds, ND	½ mile dirt oval	
1912		Charter Oak, CT	½ mile dirt oval	
1912	7th Aug & 14th Sept	Cleveland	½ mile dirt oval	
1912		Columbia Fairgrounds, SC	1 mile dirt oval	
1912		Danbury Fair Racearena, CT	½ mile dirt oval	
1912		Davenport Fairgrounds, IO	1 mile dirt oval	
1912		DeWitt Fairgrounds, IO	½ mile dirt oval	
1912		Dodge City, KS	Road course	
1912		Exhibition Park, LA, CA	1 mile dirt oval	
1912		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1912		Fresno Speedway, CA	1 mile dirt oval	
1912	21st April	Fresno, CA	14.1 mile road	
1912		Galveston Horse Track, TX	1 mile dirt oval	
1912		Hemingford Fairgrounds, NE	½ mile dirt oval	
1912		Ho-Ho-Kus Speedway, NJ	½ mile dirt oval	Also known as Bergen County Park.
1912		Hyde Park, Readville, MA	1 mile dirt oval	
1912		Iowa State Fairgrounds, IO	½ mile dirt oval	
1912		Jackson Fairgrounds, MS	½ mile dirt oval	
1912		Jacksonville Raceway, IL	½ mile dirt oval	
1912	12th October	Lewiston Fairgrounds, ID	½ mile dirt oval	
1912		Lompoc, CA	Dirt oval	
1912		Los Angeles Motordrome, CA	1 mile wood oval	
1912		Louisiana State Fairgrounds, LO	1 mile dirt oval	
1912		Mount Washington, NH	7.4 mile hillclimb	
1912		Overland Park, CO	Dirt oval	
1912		Philadelphia Fairgrounds, PA	½ mile dirt oval	
1912	26th October	San Antonio Speedway, TX	¾ mile dirt oval	
1912	11th March	San Diego, CA	1 mile beach oval	
1912		Spokane Fairgrounds, WA	1 mile dirt oval	
1912		Topeka Fairgrounds, KS	½ mile dirt oval	
1912		Trenton Speedway, NJ	½ mile dirt oval	
1912		Venice Speedway, CA		
1912	31st July	Wheeling Fairgrounds, WV	½ mile dirt oval	
1912	4th July	Wildwood, NJ	Beach oval	
1912	27th July	Wilkes-Barre, PA	½ mile dirt oval	
1912		York Fairgrounds, PA	½ mile dirt oval	
1913		Altoona Fairgrounds, PA	½ mile dirt oval	
1913		Aurora Driving Park, IL	½ mile dirt oval	
1913		Canton, SD		
1913		Charter Oak, CT	½ mile dirt oval	
1913		Childress Fairgrounds, TX	½ mile dirt oval	
1913		Columbia Fairgrounds, SC	1 mile dirt oval	
1913		Culver City, CA	8 block dirt square	Stuart Morrison was an entrant. Junior Vanderbilt Cup Race.
1913		Danbury Fair Racearena, CT	½ mile dirt oval	
1913		Dawson County Raceway, NE	½ mile dirt oval	

1913	29th September	Dayton Fairgrounds, OH	½ mile dirt oval	
1913		DeWitt Fairgrounds, IO	½ mile dirt oval	
1913		Dodge City, KS	Road course	
1913	11th June	El Paso, IL	Road course	72 mile country course.
1913		Exhibition Park, LA, CA	1 mile dirt oval	
1913		Fresno, CA	14.1 mile road	
1913		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1913	26th June	Guttenberg, NJ	1 mile dirt oval	
1913		Hawthorne Horse Track, IL	1 mile dirt oval	
1913		Ho-Ho-Kus Speedway, NJ	½ mile dirt oval	
1913		Hyde Park, Readville, MA	1 mile dirt oval	
1913		Illinois State Fairgrounds, IL	1 mile dirt oval	
1913		Jackson Fairgrounds, MS	½ mile dirt oval	
1913		Lompoc, CA	Dirt oval	
1913		Madison Fairgrounds, SD	½ mile dirt oval	
1913		Mardi Gras Track, LO	1 mile dirt oval	
1913		Mitchell, SD		
1913		Mount Washington, NH	7.4 mile hillclimb	
1913		Old Orchard Beach, ME	Beach oval	
1913		Overland Park, CO	Dirt oval	
1913		Philadelphia Fairgrounds, PA	½ mile dirt oval	
1913		Randall Park, OH	½ mile dirt oval	
1913		Richmond Fairgrounds, VA	1 mile dirt oval	
1913	1st January	San Diego, CA	1 mile beach oval	
1913	4th July	Santa Ana, CA	½ mile dirt oval	
1913		Schenley Park, PA	Dirt oval	
1913		Sioux Falls (Coat's Track), SD		
1913		Spokane Fairgrounds, WA	1 mile dirt oval	
1913		Topeka Fairgrounds, KS	½ mile dirt oval	
1913		Tournament Park, CA	1 mile dirt oval	
1913		Trenton Speedway, NJ	½ mile dirt oval	
1913		Venice Speedway, CA	3.23 mile road	
1913		York Fairgrounds, PA	½ mile dirt oval	
1914		Altoona Fairgrounds, PA	½ mile dirt oval	
1914		Arizona State Fairgrounds	1 mile dirt oval	
1914		Atlantic Fairgrounds, IO	½ mile dirt oval	
1914		Augusta Fairgrounds, GA	½ mile dirt oval	
1914		Aurora Driving Park, IL	½ mile dirt oval	
1914		Birmingham International Raceway, AL	1 mile dirt oval	
1914	15th September	Brunots Island, PA	1 mile dirt oval	
1914		Buffalo to Sheridan, WY	Road race	25 miles. Won by Adolph Kerr.
1914		Canton, SD		John Raimey ran here.
1914		Cedarburg Fairgrounds, WI	½ mile dirt oval	
1914	26th July	Central Washington State Fair Raceway, WA	1.125 mile dirt oval	
1914		Charter Oak, CT	½ mile dirt oval	
1914		Childress Fairgrounds, TX	½ mile dirt oval	
1914		Columbia Fairgrounds, SC	1 mile dirt oval	
1914	14th August	Dakota State Fair Speedway, SD	½ mile dirt oval	Sig Haugdahl won first auto race here.
1914		Dallas Fairgrounds, TX	1 mile dirt oval	
1914		Danbury Fair Racearena, CT	½ mile dirt oval	
1914		Davenport Fairgrounds, IO	1 mile dirt oval	
1914		Dawson County Raceway, NE	½ mile dirt oval	
1914		DeWitt Fairgrounds, IO	½ mile dirt oval	
1914	4th July	Douglas Park, KY	1 mile dirt oval	
1914		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1914		Fresno, CA	14.1 mile road	
1914		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1914	23rd April	Hanford, CA	Road course	2.2 miles.
1914		Hyde Park, Readville, MA	1 mile dirt oval	
1914		Imperial Valley Speedway, CA	1.125 mile dirt oval	
1914		Jackson Fairgrounds, MS	½ mile dirt oval	
1914		Jenny Lind Speedway, AK	½ mile dirt oval	
1914	16th September	Knoxville Raceway, IO	½ mile dirt oval	
1914		Lompoc, CA	Dirt oval	
1914		Madison Fairgrounds, SD	½ mile dirt oval	
1914		Mardi Gras Track, LO	1 mile dirt oval	
1914		Mason City Fairgrounds, IO	½ mile dirt oval	
1914	18th April	Merced, CA	Dirt oval	
1914		Mount Washington, NH	7.4 mile hillclimb	
1914		Old Orchard Beach, ME	Beach oval	
1914		Philadelphia Fairgrounds, PA	½ mile dirt oval	

1914	30th September	Pittsburgh (Charleroi), PA	Dirt oval	
1914		Richmond Fairgrounds, VA	1 mile dirt oval	
1914		Sadalias State Fair Speedway, MO	1 mile dirt oval	Lou Disbrow won first race – IMCA big car race.
1914	18th-19th July	Seattle Motor Speedway, WA	1 mile dirt oval	
1914		Spokane Fairgrounds, WA	1 mile dirt oval	
1914	15th July	Streator, IL	Dirt oval	
1914		Topeka Fairgrounds, KS	½ mile dirt oval	
1914	26th September	Troy, NY	Dirt oval	
1914	17th October	Tulsa Fairgrounds Motorplex, OK	½ mile dirt oval	
1914		Venice Speedway, CA		
1914	7th September	Warren Fairgrounds, IN	½ mile dirt oval	
1914		Williston Fairgrounds, ND	½ mile dirt oval	
1914		York Fairgrounds, PA	½ mile dirt oval	
1915		Allentown, PA		AAA sanction 846.
1915		Altoona Fairgrounds, PA	½ mile dirt oval	AAA sanction 858 on the 6th-7th August.
1915		Augusta Fairgrounds, GA	½ mile dirt oval	
1915		Aurora Driving Park, IL	½ mile dirt oval	
1915	1st May	Bakersfield, CA		AAA sanction 809 to Kern Co Fair Assn.
1915	6th June	Bay City Fairgrounds, MI	½ mile dirt oval	Also AAA sanction 870 to M.J.Crell on the 9th September.
1915		Birmingham International Raceway, AL	1 mile dirt oval	
1915		Boise Fairgrounds, ID	½ mile dirt oval	Barney Oldfield entered races.. AAA sanction 857 on 31st July.
1915		Buena Vista Raceway, IO	½ mile dirt oval	
1915		Buffalo to Sheridan, WY	Road race	25 miles.
1915		Canton, SD		John Raimey ran here.
1915	6th October	Carthage Fairgrounds, MO	½ mile dirt oval	
1915		Cedarburg Fairgrounds, WI	½ mile dirt oval	
1915		Central Washington State Fair Raceway, WA	1.125 mile dirt oval	
1915		Charter Oak, CT	½ mile dirt oval	
1915		Childress Fairgrounds, TX	½ mile dirt oval	
1915		Clarendon, TX	Dirt oval	
1915	31st July	Clarksburg, WV		AAA sanction 853 to Automobile Racing Assn.
1915		Columbia Fairgrounds, SC	1 mile dirt oval	
1915		Crissy Field, CA	Dirt oval	
1915	7th August	Crittenden Park, NY		AAA sanction 860 to Rochester Race Track Corp.
1915		Dakota State Fair Speedway, SD	½ mile dirt oval	
1915		Dallas Fairgrounds, TX	1 mile dirt oval	
1915		Danbury Fair Racearena, CT	½ mile dirt oval	
1915		Davenport Fairgrounds, IO	1 mile dirt oval	
1915		Dawson County Raceway, NE	½ mile dirt oval	
1915	8th May	Dayton, OH		AAA sanction 815 to J.A.Sloan.
1915		DeWitt Fairgrounds, IO	½ mile dirt oval	
1915		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1915	5th July	Fairmount, WV		AAA sanction 841 to Frank E.Morris.
1915	28th November	Fresno, CA	14.1 mile road	AAA sanction 891.
1915		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1915		Hawthorne Horse Track, IL	1 mile dirt oval	
1915	21st September	Helena Fairgrounds, MT	1 mile dirt oval	
1915	18th July	Hibbing Raceway, MI	½ mile dirt oval	
1915		Ho-Ho-Kus Speedway, NJ	½ mile dirt oval	
1915		Hyde Park, Readville, MA	1 mile dirt oval	
1915	20th October	Huntington Fairgrounds, IN	½ mile dirt oval	
1915		Imperial Valley Speedway, CA	1.125 mile dirt oval	
1915		Iowa State Fairgrounds, IO	½ mile dirt oval	
1915	6th September	Ithaca, MI		AAA sanction 869 to M.J.Crell.
1915		Jackson Fairgrounds, MS	½ mile dirt oval	
1915		Jackson Legion Fairgrounds, MI	½ mile dirt oval	
1915	14th August	Johnstown, PA		AAA sanction 862 to Automobile Racing Assn.
1915		Lincoln County Raceway, NE	½ mile dirt oval	
1915		Lompoc, CA	Dirt oval	
1915		Louisiana State Fairgrounds, LO	1 mile dirt oval	
1915	May	Luna Park, PA	½ mile dirt oval	
1915		Madison Fairgrounds, SD	½ mile dirt oval	
1915		Madison Park, WA	½ mile dirt oval	Maybe Seattle Motor Speedway
1915		Mardi Gras Track, LA	1 mile dirt oval	

1915		Maxwellton, MO	1 mile dirt oval	
1915		Memphis Fairgrounds, TN	½ mile dirt oval	
1915		MetraPark, MT	½ mile dirt oval	Barney Oldfield ran here.
1915	4th-5th July	Monterey, CA		AAA sanction 839 to Peninsula Motor Club.
1915	25th September	Morgantown, WV		AAA sanction 873 to Auto Racing Assn.
1915		Mount Washington, NH	7.4 mile hillclimb	
1915	8th October	Muskogee Speedway, OK	½ mile dirt oval	
1915		Neligh Fairgrounds, NE	½ mile dirt oval	
1915	1st May	Newark, NJ		AAA sanction 807 to O.V.Matthews. Also 866 on the 6th September.
1915	25th-26th August	Newport Hillclimb, IN		AAA sanction 849 to Newport MC.
1915	17th August	Nordic Speedway, IO	½ mile dirt oval	
1915	1st May	Oklahoma City, OK	Street circuit	6.65 miles.
1915		Old Orchard Beach, ME	Beach oval	
1915		Philadelphia Fairgrounds, PA	½ mile dirt oval	
1915	4th June	Port Huron Fairgrounds, MI	½ mile dirt oval	IMCA
1915	9th May	Portland, OR		AAA sanction 814 to Northwest Auto Assn.
1915	24th-25th July	Portland, OR		AAA sanction 851 to Northwest AA.
1915		Richmond Fairgrounds, VA	1 mile dirt oval	
1915	24th July	River Cities Speedway, ND	½ mile dirt oval	
1915	31st May	Rochester, NY		AAA sanction 822 to Rochester Race Track Corp.
1915		Rockingham Speedway, NH	1 mile dirt oval	
1915	2nd October	Sadalias State Fair Speedway, MO	1 mile dirt oval	
1915		Saint Cloud Fairgrounds, MI	½ mile dirt oval	
1915		Salt Lake City Fairgrounds, UT	½ mile dirt oval	
1915	16th-17th October	San Francisco, CA		AAA sanction 879 to S.L.Boukard.
1915	1st August	Santa Rosa, CA		AAA sanction 852 to D.E.Francis.
1915	12th-13th June	Seattle, WA		Northwest Auto Assn, AAA sanction 830
1915		Sheepshead Bay, NY		AAA sanction 875 on the 18th September, and 889 on the 18th November.
1915		Sheridan, WY	2 mile dirt oval	
1915		Silver Lake Park, OH	½ mile dirt oval	
1915	20th June	Southwest Washington Fairgrounds, WA	Dirt oval	Northwest Automobile Association meet. Postponed from earlier in May.
1915	12th May	Springfield, OH		AAA sanction 816 to J.A.Sloan.
1915	7th-8th July	Taylor, TX		AAA sanction 828 to Taylor Auto Club.
1915		Thunder Valley Raceway, IN	½ mile dirt oval	
1915	25th September	Traverse City Fairgrounds, MI	½ mile dirt oval	
1915		Trenton Speedway, NJ	½ mile dirt oval	
1915	1st January	Tuscon, AZ	Road course	5 mile circuit, 102 mile race – Happy New Year Race. Borderland Auto Club, AAA sanction 794.
1915		Tulsa Fairgrounds Motorplex, OK	½ mile dirt oval	
1915	16th October	Utica, NY		AAA sanction 886 to Utica Auto Racing Assn.
1915	5th-6th June	Walla Walla, WA		Northwest Auto Assn, AAA sanction 827.
1915		Warren Fairgrounds, IN	½ mile dirt oval	
1915	10th April	Washington Park, El Paso, TX	1 mile dirt oval	
1915	21st-22nd October	Waterville Fairgrounds, WA	½ mile dirt oval	AAA sanction 882.
1915	24th July	Weequahic Park, NJ	½ mile dirt oval	
1915		West Indianapolis Speedway, IN	Dirt oval	
1915	23rd October	Wheeling Fairgrounds, WV	½ mile dirt oval	AAA sanction 884 to Ohio Valley Auto Club.
1915		Williston Fairgrounds, ND	½ mile dirt oval	
1915	30th-31st May	Yakima, WA		Northwest Auto Assn, AAA sanction 824.
1916		Altoona Fairgrounds, PA	½ mile dirt oval	
1916		Augusta Fairgrounds, GA	½ mile dirt oval	
1916		Aurora Driving Park, IL	½ mile dirt oval	
1916		Bay City Fairgrounds, MI	½ mile dirt oval	
1916		Birmingham International Raceway, AL	1 mile dirt oval	
1916		Buena Vista Raceway, IO	½ mile dirt oval	
1916		Carthage Fairgrounds, MO	½ mile dirt oval	
1916		Central Washington State Fair Raceway, WA	1.125 mile dirt oval	
1916		Charter Oak, CT	½ mile dirt oval	
1916		Childress Fairgrounds, TX	½ mile dirt oval	
1916		Columbia Fairgrounds, SC	1 mile dirt oval	
1916	16th July	Crookston Fairgrounds, MN	½ mile dirt oval	
1916		Dakota State Fair Speedway, SD	½ mile dirt oval	
1916		Danbury Fair Racearena, CT	½ mile dirt oval	

1916	16th August	Davenport Fairgrounds, IO	1 mile dirt oval	
1916		Dawson County Raceway, NE	½ mile dirt oval	
1916	18th June	Dayton Fairgrounds, WA	Dirt oval	
1916		DeWitt Fairgrounds, IO	½ mile dirt oval	
1916		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1916		Gentleman's Driving Park, MD	Dirt oval	
1916		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1916		Hawthorne Horse Track, IL	1 mile dirt oval	
1916		Helena Fairgrounds, MT	1 mile dirt oval	
1916		Ho-Ho-Kus Speedway, NJ	½ mile dirt oval	
1916		Huntington Fairgrounds, IN	½ mile dirt oval	
1916		Hyde Park, Readville, MA	1 mile dirt oval	
1916		Illinois State Fairgrounds, IL	1 mile dirt oval	
1916		Imperial Valley Speedway, CA	1.125 mile dirt oval	
1916	17th June	Independence Fairgrounds, MO	½ mile dirt oval	
1916		Jackson Fairgrounds, MS	½ mile dirt oval	
1916		Jackson Legion Fairgrounds, MI	½ mile dirt oval	
1916		Lafayette Fairgrounds, IN	½ mile dirt oval	
1916		Lincoln County Raceway, NE	½ mile dirt oval	
1916		Lompoc, CA	Dirt oval	
1916		Louisiana State Fairgrounds, LO	1 mile dirt oval	
1916		Luna Park, PA	½ mile dirt oval	
1916		Madison Fairgrounds, SD	½ mile dirt oval	
1916		Mardi Gras Track, LO	1 mile dirt oval	
1916		Mason City Fairgrounds, IO	½ mile dirt oval	
1916		Maxwellton, MO	1 mile dirt oval	
1916		Memphis Fairgrounds, TN	½ mile dirt oval	
1916		MetraPark, MT	½ mile dirt oval	
1916		Missoula Fairgrounds, MT	½ mile dirt oval	
1916		Mount Washington, NH	7.4 mile hillclimb	
1916		Muskogee Speedway, OK	½ mile dirt oval	
1916		Neligh Fairgrounds, NE	½ mile dirt oval	
1916		Nordic Speedway, IO	½ mile dirt oval	
1916		Oklahoma State Fairgrounds, OK	½ mile dirt oval	
1916		Old Orchard Beach, ME	Beach oval	
1916	16th October	Ottawa Fairgrounds, KS	½ mile dirt oval	
1916		Overland Park, CO	Dirt oval	
1916		Philadelphia Fairgrounds, PA	½ mile dirt oval	
1916	14th & 16th Nov.	Pittsburg Fairgrounds, TX	½ mile dirt oval	
1916		River Cities Speedway, ND	½ mile dirt oval	
1916		Salina, KS	1 mile dirt oval	
1916	20th May	Silver Lake Park, OH	½ mile dirt oval	IMCA race
1916	4th August	Superior Speedway, WI	½ mile dirt oval	
1916		Tanforan, CA	1 mile dirt oval	
1916		Terre Haute Fairgrounds, IN	1 mile dirt oval	
1916		Thunder Valley Raceway, IN	½ mile dirt oval	
1916		Topeka Fairgrounds, KS	½ mile dirt oval	
1916		Tulsa Fairgrounds Motorplex, OK	½ mile dirt oval	
1916		Waco Fairgrounds, TX	½ mile dirt oval	
1916		Washington Park, El Paso, TX	1 mile dirt oval	
1916	8th September	Waverly Fairgrounds, IO	½ mile dirt oval	
1916		Wheeling Fairgrounds, WV	½ mile dirt oval	
1916		Winchester Speedway, IN	½ mile dirt oval	Also known as Funk's Lake
1916		York Fairgrounds, PA	½ mile dirt oval	
1917	22nd July	Anaconda, MT	Dirt oval	Deer County Fairgrounds?
1917		Augusta Fairgrounds, GA	½ mile dirt oval	
1917		Aurora Driving Park, IL	½ mile dirt oval	
1917		Bay City Fairgrounds, MI	½ mile dirt oval	
1917		Bedford Fairgrounds, IO	½ mile dirt oval	
1917		Bennings, DC	1 mile dirt oval	
1917	4th July	Benton Harbour, MI	½ mile dirt oval	
1917		Birmingham International Raceway, AL	1 mile dirt oval	
1917		Buena Vista Raceway, IO	½ mile dirt oval	
1917		Butler Fairgrounds, PA	½ mile dirt oval	
1917		Carthage Fairgrounds, MO	½ mile dirt oval	
1917		Cedarburg Fairgrounds, WI	½ mile dirt oval	
1917		Central Washington State Fair Raceway, WA	1.125 mile dirt oval	
1917		Charter Oak, CT	½ mile dirt oval	
1917		Chattanooga Fairgrounds, TN	½ mile dirt oval	
1917		Childress Fairgrounds, TX	½ mile dirt oval	

1917	25th October	Columbus Fairgrounds, GA	½ mile dirt oval	
1917		Danville Fairgrounds, IL	½ mile dirt oval	
1917		Dawson County Raceway, NE	½ mile dirt oval	
1917		DeWitt Fairgrounds, IO	½ mile dirt oval	
1917		Douglas Fairgrounds, WY	½ mile dirt oval	
1917		DuBois Fairgrounds, PA	½ mile dirt oval	
1917		Eastern States Expo Speedway, MA	½ mile dirt oval	
1917	6th & 16th November	Elkwood Park/Monmouth Fairgrounds, NJ	1 mile dirt oval	
1917		Evansville Fairgrounds, IN	½ mile dirt oval	
1917		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1917		Flemington Speedway, NJ	½ mile dirt oval	
1917		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1917	29th July	Great Falls Fairgrounds, MT	½ mile dirt oval	
1917		Hamline, MN	1 mile dirt oval	
1917		Hawthorne Horse Track, IL	1 mile dirt oval	
1917		Helena Fairgrounds, MT	1 mile dirt oval	
1917		Hibbing Raceway, MI	½ mile dirt oval	
1917		Ho-Ho-Kus Speedway, NJ	½ mile dirt oval	
1917		Huntington Fairgrounds, IN	½ mile dirt oval	
1917		Hyde Park, Readville, MA	1 mile dirt oval	
1917		Illinois State Fairgrounds, IL	1 mile dirt oval	
1917		Imperial Valley Speedway, CA	1.125 mile dirt oval	
1917		Independence Fairgrounds, MO	½ mile dirt oval	
1917		Indiana Fairgrounds, PA	½ mile dirt oval	
1917		Iowa State Fairgrounds, IO	½ mile dirt oval	
1917		Jackson Fairgrounds, MS	½ mile dirt oval	
1917		Jackson Legion Fairgrounds, MI	½ mile dirt oval	
1917		Kalamazoo Speedway, MI	1 mile dirt oval	
1917	25th September	Kings Speedway, CA	1 mile dirt oval	
1917		Lafayette Fairgrounds, IN	½ mile dirt oval	
1917	28th June	Lakewood Speedway, GA	1 mile dirt oval	
1917		Lincoln County Raceway, NE	½ mile dirt oval	
1917		Lincoln Fairgrounds, NE	½ mile dirt oval	
1917		Lompoc, CA	Dirt oval	
1917		Louisiana State Fairgrounds, LO	1 mile dirt oval	
1917		Luna Park, PA	½ mile dirt oval	
1917		Madison Fairgrounds, SD	½ mile dirt oval	
1917		Mardi Gras Track, LO	1 mile dirt oval	
1917		Memphis Fairgrounds, TN	½ mile dirt oval	
1917		Meridian Fairgrounds, MS	½ mile dirt oval	
1917		MetraPark, MT	½ mile dirt oval	
1917		Missoula Fairgrounds, MT	½ mile dirt oval	
1917		Mount Washington, NH	7.4 mile hillclimb	
1917		Muskogee Speedway, OK	½ mile dirt oval	
1917		Nordic Speedway, IO	½ mile dirt oval	
1917		Oklahoma State Fairgrounds, OK	½ mile dirt oval	
1917		Overland Park, CO	Dirt oval	
1917		Philadelphia Fairgrounds, PA	½ mile dirt oval	
1917		Pueblo Fairgrounds, CO	½ mile dirt oval	
1917		Richmond Fairgrounds, VA	1 mile dirt oval	
1917		River Cities Speedway, ND	½ mile dirt oval	
1917		Shelby County Speedway, IO	½ mile dirt oval	
1917	17th September	Shenandoah, IO	Dirt oval	
1917		Silver Speedway, PA	½ mile dirt oval	Also know as Erie Expo Grounds
1917		Spencer Park, IN	½ mile dirt oval	
1917		Spokane Fairgrounds, WA	1 mile dirt oval	
1917		Superior Speedway, WI	½ mile dirt oval	
1917		Terre Haute Fairgrounds, IN	1 mile dirt oval	
1917		Thunder Valley Raceway, IN	½ mile dirt oval	
1917		Topeka Fairgrounds, KS	½ mile dirt oval	
1917		Tulsa Fairgrounds Motorplex, OK	½ mile dirt oval	
1917	4th July	Visalia, CA	3.125 mile road	
1917	30th May	Walla Walla Fairgrounds, WA	½ mile dirt oval	
1917		Warminster, PA	½ mile dirt oval	
1917	4th July	Warren County Fair Track, IO	½ mile dirt oval	
1917		Warren Fairgrounds, IN	½ mile dirt oval	
1917		Washington Park, El Paso, TX	1 mile dirt oval	
1917		Wheeling Fairgrounds, WV	½ mile dirt oval	
1917		Wilkes-Barre, PA	½ mile dirt oval	
1917		Winchester Speedway, IN	½ mile dirt oval	Also known as Funk's Lake

1917		York Fairgrounds, PA	½ mile dirt oval	
1918		Augusta Fairgrounds, GA	½ mile dirt oval	
1918		Aurora Driving Park, IL	½ mile dirt oval	
1918		Bakersfield Fairgrounds, CA	1 mile dirt oval	
1918		Bay City Fairgrounds, MI	½ mile dirt oval	
1918		Bedford Fairgrounds, IO	½ mile dirt oval	
1918		Buena Vista Raceway, IO	½ mile dirt oval	
1918		Butler Fairgrounds, PA	½ mile dirt oval	
1918		Carthage Fairgrounds, MO	½ mile dirt oval	
1918		Cedar Falls Fairgrounds, IO	½ mile dirt oval	
1918		Cedarburg Fairgrounds, WI	½ mile dirt oval	
1918		Central Washington State Fair Raceway, WA	1.125 mile dirt oval	
1918		Charter Oak, CT	½ mile dirt oval	
1918		Chattanooga Fairgrounds, TN	½ mile dirt oval	
1918		Cheyenne Fairgrounds, WY	½ mile dirt oval	
1918		Childress Fairgrounds, TX	½ mile dirt oval	
1918		Clarion Fairgrounds, IO	½ mile dirt oval	
1918		Dakota State Fair Speedway, SD	½ mile dirt oval	
1918		Danbury Fair Racearena, CT	½ mile dirt oval	
1918		Danville Fairgrounds, IL	½ mile dirt oval	
1918		Dawson County Raceway, NE	½ mile dirt oval	
1918	29th September	Dayton Fairgrounds, OH	½ mile dirt oval	
1918		DeWitt Fairgrounds, IO	½ mile dirt oval	
1918		Douglas Fairgrounds, WY	½ mile dirt oval	
1918		DuBois Fairgrounds, PA	½ mile dirt oval	
1918		Eastern States Expo Speedway, MA	½ mile dirt oval	
1918		Evansville Fairgrounds, IN	½ mile dirt oval	
1918		Fairgrounds Speedway, Nashville, TN	1 mile dirt oval	
1918		Flemington Speedway, NJ	½ mile dirt oval	
1918		Grand Rapids Speedrome, MI	1.125 mile dirt oval	
1918		Hamline, MN	1 mile dirt oval	
1918		Hawthorne Horse Track, IL	1 mile dirt oval	
1918		Hibbing Raceway, MI	½ mile dirt oval	
1918		Ho-Ho-Kus Speedway, NJ	½ mile dirt oval	
1918		Houtzdale Speedway, PA	½ mile dirt oval	Also known as Park Hill Race Course
1918		Hyde Park, Readville, MA	1 mile dirt oval	
1918		Imperial Valley Speedway, CA	1.125 mile dirt oval	
1918		Indiana Fairgrounds, PA	½ mile dirt oval	
1918		Jackson Fairgrounds, MS	½ mile dirt oval	
1918		Jackson Legion Fairgrounds, MI	½ mile dirt oval	
1918	2nd October	Jonesboro Fairgrounds, AK	½ mile dirt oval	
1918		Kalamazoo Speedway, MI	1 mile dirt oval	
1918	31st August	Kankakee Fairgrounds, IL	½ mile dirt oval	
1918		Kings Speedway, CA	1 mile dirt oval	
1918		Lafayette Fairgrounds, IN	½ mile dirt oval	
1918	30th May	Lee County Speedway, IO	½ mile dirt oval	
1918		Lincoln County Raceway, NE	½ mile dirt oval	
1918		Louisiana State Fairgrounds, LO	1 mile dirt oval	
1918		Luna Park, PA	½ mile dirt oval	
1918		Madison Fairgrounds, SD	½ mile dirt oval	
1918	27th August	Manson Fairgrounds, IO	½ mile dirt oval	
1918		Mardi Gras Track, LO	1 mile dirt oval	
1918		Mason City Fairgrounds, IO	½ mile dirt oval	
1918		Maxwellton, MO	1 mile dirt oval	
1918		Memphis Fairgrounds, TN	½ mile dirt oval	
1918		Meridian Fairgrounds, MS	½ mile dirt oval	
1918		MetraPark, MT	½ mile dirt oval	
1918		Missoula Fairgrounds, MT	½ mile dirt oval	
1918		Mount Washington, NH	7.4 mile hillclimb	
1918		Muskogee Speedway, OK	½ mile dirt oval	
1918		Nordic Speedway, IO	½ mile dirt oval	
1918		Overland Park, CO	Dirt oval	
1918		Penn Yann Fairgrounds, NY	½ mile dirt oval	
1918		Philadelphia Fairgrounds, PA	½ mile dirt oval	
1918		Pottsville Fairgrounds, PA	½ mile dirt oval	
1918		Pueblo Fairgrounds, CO	½ mile dirt oval	
1918		River Cities Speedway, ND	½ mile dirt oval	
1918		Salina, KS	1 mile dirt oval	
1918		Salt Lake City Fairgrounds, UT	½ mile dirt oval	
1918		Shelby County Fairgrounds, IO	½ mile dirt oval	
1918		Shenandoah, IO	Dirt oval	

1918		Silver Speedway, PA	½ mile dirt oval	Also known as Erie Expo Grounds.
1918		Spencer Park, IN	½ mile dirt oval	
1918		Spokane Fairgrounds, WA	1 mile dirt oval	
1918		Superior Speedway, WI	½ mile dirt oval	
1918		Terre Haute Fairgrounds, IN	1 mile dirt oval	
1918		Thunder Valley Raceway, IN	½ mile dirt oval	
1918		Topeka Fairgrounds, KS	½ mile dirt oval	
1918	18th July	Trenton Fairgrounds, MO	½ mile dirt oval	Also known as Grundy County Raceway.
1918		Tulsa Fairgrounds Motorplex, OK	½ mile dirt oval	
1918		Valley City Fairgrounds, ND	½ mile dirt oval	
1918		Vincennes Fairgrounds, IN	½ mile dirt oval	
1918		Warren County Fair Track, IO	½ mile dirt oval	
1918		Warren Fairgrounds, IN	½ mile dirt oval	
1918		Wellston, MO	½ mile dirt oval	
1918		West Side Race Track, KS	½ mile dirt oval	
1918		Winchester Speedway, IN	½ mile dirt oval	Also known as Funk's Lake
1918		York Fairgrounds, PA	½ mile dirt oval	

Racing in Canada

Racing in Canada started in the more metropolitan East of the country, gradually spreading westwards as automobiles became more common and the west became more urbanised. Races took part on a variety of venues, some being on ovals as was common in the US, some being on longer road based circuits as was more common in Europe.

In 1912, the American Automobile Association banned Barney Oldfield and his entourage from racing in the USA due to his "outlaw" races, so he took this opportunity to tour western Canada, bringing motorsport to more venues and more people for the first time. As he swung through the western states, he visited Minoru (Vancouver), Victoria Park (Calgary), South Side Athletic Park (Edmonton), Regina, Winnipeg and Lethbridge Park, showing off his mixture of "record breaking" and staged races. However, motorsport in Canada took off in a larger way after the end of World War I.

Toronto Exhibition Races

4th-6th September 1900 - Toronto: 0.5 mile dirt oval

4 September 1900 - 6 miles (0.5 miles x 12 laps)

1	William Smith/Cora Smith	Canada Cycle & Motor Co	20m09.75, 17.85 mph
2	James Short/?	Canada Cycle & Motor Co	20m51.00
3	F.H.Doll	Canada Cycle & Motor Co	

5 September 1900 - ? miles (0.5 miles x ? laps)

1	William Smith/Cora Smith	Canada Cycle & Motor Co	
2	James Short/?	Canada Cycle & Motor Co	
3	F.H.Doll	Canada Cycle & Motor Co	

6 September 1900 - ? miles (0.5 miles x ? laps) (Big Car Race)

1	Charles M.Ricketts	Locomobile	17m16, 20.85 mph
2	H.J.McCollum	Winton	17m23
3	William Smith	Winton	

Fastest Lap: Ricketts, 79s (22.78 mph)

6 September 1900 - 2 miles (0.5 miles x 4 laps)

1	James Short	CCM Tricycle	5m17.5, 22.67 mph
2	H.J.McCollum	Winton	

Fort Erie, Niagara, Ontario

26th-27th September 1901

FP	#	Driver	Car	Time
26th September: 25 miles - Time Trial				
1		Henry Fournier	Mors 60	0:38:00, 39.47 mph
27th September: 10 miles - Gasoline Vehicles, Handicap				
1		Alex Winton	Winton 40	0:13:39
2		William Murray	Winton 40	10 laps
27th September: 5 miles - Steam Vehicles, Stock				
1		J.T.Jones	Locomobile	5 laps
2		G.W.Burrell	Mobile	5 laps
27th September: 15 miles - Gasoline Vehicles, Handicap				
1		McMillan Hamilton	Winton 8	0:29:44
2		Edgar Apperson	Haynes-Apperson 42	0:29:44
27th September: 1 mile - Qualifying Heat, Steam				
1		C.H.Williams	Locomobile	1 lap

27th September: 2 miles - Steam Vehicles, Stock

1	J.T.Jones	Locomobile	0:04:17.5, 27.96 mph
2	G.W.Burrell	Mobile	2 laps

27th September: 3 miles - Handicap

1	G.A.Boyer		0:06:01.4

Strongman Mount Road

24 May 1904 – Hamilton, ONT: ~1 mile Hillclimb

1	Coolican	Pope-Hartford 45 hp	2m38.4

Winnipeg Exhibition, Manitoba

4 August 1904 – ½ mile dirt oval

2 miles

1	J.McCulloch		3m26.5
2	George Erzinger		
3	W.C.Power		

Canadian National Exhibition Grounds, Toronto, Ontario

6 August 1904 – ½ mile dirt oval

2 miles – Cars costing $500 or less

1	William Hyslop		0:06:24
2	A.W.Galbraith	Northern	
3	A.E.Chatterson	Rambler	

2 miles – Cars costing $1100 or less

1	W.A.Kemp	Autocar	0:04:24
2	C.B.Short	Ford	0:04:26
3		Cadillac	

2 miles – Cars costing $2100 or less

1	A.M.Thompson	Ford	0:04:13
2	W.A.Kemp	Autocar	
3	A.E.Rae	Rambler 2 cylinder	
4	Charles Murray	Yale	

2 miles – Cars costing $3000 or less

1	B.Short	Thomas	0:03:36
2	W.C.Grant	Rambler	
3	J.W.McCollum	White	

3 miles - Exhibition

	Barney Oldfield	Peerless Green Dragon	0:03:57.4

3 miles – Cars costing $7000 or less

1	F.W.Baillie	Peerless	
2	F.Thomas	Thomas	
3	R.Chatterson	Winton 4 cylinder	
4	G.Gooderham	Winton 4 cylinder	

Open – Gasoline cars, loading and unload passengers at the wire

1	W.C.Grant	Rambler	

5 miles - Exhibition

	Barney Oldfield	Peerless Green Dragon	0:06:54.8

Winnipeg-Stonewall-Winnipeg, Manitoba

5 September 1904 - 72.4 km

1	3	Jack McCulloch/J.Boswell	Ford 12 hp	1h40
2		H.D.McLaughlin	Ford	1h42

3	W.C.Power/H.W.Brodie	1h57
R	Russell McLeod	broken axle

N.B. - Race started and finished at the Clarendon Hotel. McCulloch ran out of petrol shortly before reaching the control at Notre Dame Street, and had to obtain a fresh supply from a house along the way.

Canadian National Exhibition, Toronto, Ontario

26th July 1905 – ½ mile dirt oval

Passenger race

1	John Craig Eaton	Packard

The two other competitors were disqualified.

5 miles

1	John Craig Eaton	Packard

I Dunlop Trophy

4 September 1905 - Silver Heights-CPR Tracks-Headingly-Silver Heights: 87 km (43.5 km x 2 laps)

1	Russell McLeod		2h09m30
2	J.McCullogh		
3	W.C.Power		
4	Moxam		

II Dunlop Trophy

3 September 1906 - Happyland-Stonewall-Happyland: 71 km (35.5 km x 2 laps)

1	Herb Anderson	Columbia 40 hp	1h46m30, 39.9 kph
2	W.R.Bawlf	Darracq 16 hp	
3	Jack McCullock	Cadillac	
R	Jimmy Boswell/Bert Wells	Cadillac	crash
	W.C.Powers	Russel	
	W.C.Powers	Ford	
	Gibson		
	C.Watson Brown	Cadillac	
	J.Dade		
	J.H.Grussey	Cadillac	
	McLeod		
	McKay		

Calgary Fairgrounds

4 July 1906 – Calgary, Alberta: 1(?) mile dirt oval

Touring Cars – 2 miles (1 mile x 2? laps)

1 J.J.Young
2 R.White

Runabouts – 1 mile (1 mile x 1? lap)

1 W.Hillier
2 Stewart MacKid

As part of the "Ex-American Day" celebrations by expatriate Americans, two auto-races were held alongside parades, speeches, athletic contests and pony races. These were the first auto-races to be held in Alberta.

Edmonton Fairgrounds

6 July 1906 – Edmonton, Alberta: 0.5 mile dirt oval

Heat 1 - 2.5 miles (0.5 miles x 5 laps)

1	C.Watt		4m40
2	L.York		

Heat 2 - 2.5 miles (0.5 miles x 5 laps)

1	Joe H.Morris	Buick	5m00

Final - 2.5 miles (0.5 miles x 5 laps)

1	C.Watt		
R	Joe H.Morris	Buick	1 lap/mechanical

Other Entrants - unknown where they raced or finished

E.J.Taylor	Ford
K.A.MacLeod	Buick
W.Oliphant	Darracq

Held as part of the first provincial fair, and following an 18 car parade. All competing cars carried four occupants - it is not known whether this was by design or by accident!

Edmonton Fairgrounds

3 September 1906 – Edmonton, Alberta: 0.5 mile dirt oval

1	Moser/Ryder
2	C.Watt

Held as part of the Labour Day celebrations. Only two cars entered.

Winnipeg Exhibition Grounds, MA

20th July 1907 – ½ mile dirt oval

2 miles – Ford runabouts

1	McGregor	Ford	0:03:56
2	Leon		

2 miles – Touring cars carrying three passengers

1		Oldsmobile	0:03:52
2		Stevens-Duryea	
3		Ford	
4		Winton	

4 miles - Runabouts

1		Ford	0:07:41.5
2		Maxwell	
R		Ford	

2 miles - Exhibition

	Bruno Seibel	Red Devil	0:02:56
	Barney Oldfield	Green Dragon	0:02:38

3 miles – Free-for-all Handicap

1		Oldsmobile	*20s*
2		Ford 6 cylinder	*30s*
3		Stevens-Duryea	*50s*
R		Ford	*60s*
R	Bruno Siebel	Red Devil	*scratch*

2 miles – Match Race

1	Barney Oldfield	Green Dragon	0:02:47
2	Bruno Seibel	Red Devil	

25 miles – Match Race

1	Leon	Ford	0:48:03
2	Grussy	Maxwell	

The Ford had trouble race long with its carburettor, but near the finish the Maxwell ran out of water and lost the race by two miles.

Regina Exhibition Grounds, Saskatchewan

31st July 1907 – ½ mile dirt oval

5 miles – Ford Cars

1	William Rogers	Ford	0:07:44

5 miles – Rambler Cars

1	G.H.Marsh	Rambler	0:09:44

Italian Pursuit

1	Clarence Bullis	Ford

Five starters, including a Cadillac, two Ramblers and two Fords.

Souris, Manitoba

31st July 1907

5 miles

1 McLelland
2 Major Young
3 Dr Hughes

Part of the Glenwood Agricultural Society annual fair.

Victoria Exhibition Agricultural Society Fairgrounds, BC

10 August 1907 – ½ mile dirt oval

Novelty Race – 1.5 miles (3 laps x 0.5 miles)

1	Holton	Humber
2	Mecklem	Wayne Steamer

A standing start with passengers – drivers had to drop them off after one lap, complete a solo lap, and then pick the passengers up again for the final lap.

1 Mile Time Trial

Virgil Hall	Thomas Flyer	1m38
Holton	Humber	1m32
Mecklem	Franklin Spider	1m28

Hastings Park, BC

17 August 1907 – 1 mile dirt oval

1 mile Time Trial

Hal Holton	Humber	1m36.5
Virgil Hall	Thomas Flyer	1m36.5

Novelty Race – 3 miles (1 mile x 3 laps)

1	Billy Stack	Oldsmobile 40 hp
2	Robert Gugin	Franklin 12 hp
3	J.A.McMullan	Buick

Touring Cars – 5 miles (1 mile x 5 laps)

1	W.Stark	Oldsmobile
2	J.A.McMullan	Buick
3	Robert Dugan	Franklin

1 mile

1	L.Guy Mecklem	Franklin
2	Virgil Hall	Thomas Flyer

Runabouts – 3 miles (1 mile x 3 laps)

1	Doc Bryant	Franklin	2m45.25
2	L.Guy Mecklem	Franklin	
3	W.Stark	Oldsmobile	

Novelty Race, Class A – 3 miles (1 mile x 3 laps)

1	W.Stark	Oldsmobile
2	Robert Dugan	Franklin
3	J.A.McMullan	Buick

Cars started with a full complement of passengers, and at the end of the first lap the driver had to exit the car and open the door to let the passengers out. The driver then drove lap 2 alone, before stopping again to pick up the passengers for the final lap.

Endurance Pursuit Race

Race was stopped due to an accident for Virgil Hall.

Neepawa Register Cup

1 July 1908 - Neepawa Fairgrounds, Manitoba: ½ mile oval

Heat 1 – 5 miles

1	Walter Rowe	Reo 20	
2	Robert Kerr	Pope Tribune 14	3 laps/igniter

Heat 2 – 5 miles

1	Walter Rowe	Reo 20	9m43s (35s handicap)
2	George Kerr	Pope Tribune 14	

I Annual Races of the Canadian Automobile Club, Delormier Park, Montreal

26-28 September 1908 – ½ mile dirt oval

26th September: 2 miles

1	Bob Burman	McLaughlin-Buick	2m50
2	Lou Robertson	Comet	

26th September: 5 miles – Stock cars 20-35 hp

1	H.Burke	McLaughlin-Buick
2	H.R.Emerson	Canada Cycle and Motor Club
3	E.Lavoie	Reo

26th September: 1.5 miles – Flexibility Race

1	H.R.Emerson	Russell
2	Bob Burman	McLaughlin-Buick
3	Timberlake	Ford
4	Bob Burke	McLaughlin-Buick
5	Pyman	Renault
6	H.Williams	Darracq

1 mile was to be completed at speed, ½ mile completed slow in high gear.

26th September: 5 miles – Open

1	Bob Burman	McLaughlin-Buick
R	Telford	Stearns

26th September: 5 miles – Touring cars up to 24 hp

1	Bob Burman	McLaughlin-Buick
2	Lavoie	Reo

The distance of this race was cut to save time for professional races

26th September: 1 mile – Professional Race

1	Bob Burman	McLaughlin-Buick	1m15
2	Walter Christie	Christie	
3	Charles Soules	Stearns	

26th September: 2 miles – Match Race (winner to race Christie)

1	Bob Burman	McLaughlin-Buick	2m50
R	Charles Soules	Stearns	crashed on lap 3

26th September: 1 mile – Match Race

1	Walter Christie	Christie	1m14
2	Bob Burman	McLaughlin-Buick	

26th September: 1 mile – Time Trial

1	Charles Soules	Stearns	1m12
=	Bob Burman	McLaughlin-Buick	1m12
	Walter Christie	Christie	

Christie only completed 1 lap, but completed it in 34s.

27th September: 1 mile – Professional Race, Heat 1

1	Barney Oldfield	Knox	
2	Walter Christie	Christie	

27th September: 1 mile – Professional Race, Final

1	Barney Oldfield	Knox	1m20
2	Charles Soules	Stearns	

27th September: 2 miles – Professional Race, Heat 1

1	Barney Oldfield	Knox	2m40
2	Charles Soules	Stearns	

27th September: 2 miles – Professional Race, Final

1	Walter Christie	Christie	2m45
2	Barney Oldfield	Knox	

27th September: 2 miles – Professional Race, Heat 1

1	Walter Christie	Christie	
2	Charles Soules	Stearns	

27th September: 2 miles – Professional Race, Final

1	Walter Christie	Christie	2m34
2	Barney Oldfield	Knox	

27th September: 4 miles – Professional Race

Cancelled to fit in the time trials before dark.

27th September: 1 mile – Time Trial

1	Walter Christie	Christie	1m10
2	Charles Soules	Stearns	1m14
3	Barney Oldfield	Knox	1m15

28th September: 5 miles – Two-seater runabouts, $1150 or under

1	Bob Burman	McLaughlin-Buick	6m52
2	Bob Burke	McLaughlin-Buick	

28th September: 5 miles – Cars 20-35 hp

1	Lou Robertson	McLaughlin-Buick	6m44
2	McLaghlan		
3	Bob Burke	McLaughlin-Buick	
4	Lavoie	Reo	

28th September: 2 miles – Professionals, Heat 1

1	Bob Burman	McLaughlin-Buick	
2	Charles Soules	Stearns	

28th September: 2 miles – Professionals, Heat 2

1	Charles Soules	Stearns	2m40
2	Bob Burman	McLaughlin-Buick	

28th September: 2 miles – Professionals, Final

1	Bob Burman	McLaughlin-Buick	2m35
2	Charles Soules	Stearns	

28th September: 1 mile

1	Bob Burman	McLaughlin-Buick	1m19.8
2	Tedford		

28th September: 2 miles

1	Bob Burman	McLaughlin-Buick	2m36.3
2	Lou Robertson	McLaughlin-Buick	

Organised by the Automobile Club of Canada.

II Contest for the Oldsmobile Trophy

19 October 1908

1	O.W.Brown	Packard

Brown's car was owned by a Mrs Nicholson.

Dunlop Trophy

24 October 1908 - Kirkfield Park,Winnipeg, Manitoba: 1 mile dirt oval

1	W.Thompson	Cadillac

Ottawa Valley Motor Car Association Endurance Run, Ontario

12 June 1909 – Ottawa-Brockville-Ottawa: 140 miles

Eight cars took part - one pilot car, one press car, and six competitors. Five of the six cars were so close in time and points that there was a dispute as to who had won, and when the organising club announced the results, the two Franklin drivers (driving a Model D and a Model G) protested - they had achieved perfect scores on the run. The outcome of this protest doesn't seem to have been reported.

II Annual Races of the Canadian Automobile Club

9-10 July 1909 - Blue Bonnets, Montreal, Quebec: 1.125 mile dirt oval

9th July: 1 mile – Time Trial

1	Ralph De Palma	Fiat Cyclone	0m54.0s
2	Bob Burman	McLaughlin-Buick	0m57.6s
3	Lorne Hale	Stearns	1m17.75s

9th July: 3 miles – Gasoline Stock Cars costing $1200 or less

1	Lou Robertson	McLaughlin-Buick	4m25.4
2	R.Timberlake	Ford	

9th July: 3 miles – Gasoline Stock Cars costing $2001-$3000

1	Bob Burman	McLaughlin-Buick	5m15
2	Lou Robertson	McLaughlin-Buick	
3	H.Edwards	EMF	
4	F.B.Stockwell	Oldsmobile	

9th July: 5 miles – Gasoline Stock Cars costing $3001-$4000

1	Lou Robertson	McLaughlin-Buick	
2	Powell	Foxhall	
R	Charles Hall	Chalmers-Detroit	

9th July: 10 miles – Open, Gasoline Stock Cars Handicap

1	Bob Burman	McLaughlin-Buick	11m52.4
2	Hughie Hughes	Allen-Kingston	12m22
3	Lou Robertson	McLaughlin-Buick	
4	H.Edwards	EMF	
R	C.K.Batchelder	Stearns 60	7 miles/fatal accident

Betchelder's car hit the fence in the eighth mile when he pulled out to pass Burman, flying over the embankment, throwing the two occupants into the air. Betchelder had his abdomen and chest ripped open by fence posts, and his riding mechanic J.Twohey broke his neck. Both were killed.

9th July: 5 miles – Gasoline Stock Cars costing $4001 and over

1	Hughie Hughes	Allen-Kingston	8m50
2	Max Daoust	Franklin	

9th July: 5 miles – Free-for-all, Heat 1

1	Bob Burman	McLaughlin-Buick	4m33.6
2	Hughie Hughes	Allen-Kingston	

The race distance was cut to 4.5 miles, the winner to race De Palma in the final.

9th July: 5 miles – Free-for-all, Final

1	Ralph De Palma	Fiat Cyclone	4m22
2	Bob Burman	McLaughlin-Buick	

The race distance was cut to 4.5 miles.

9th July: 5 miles – Handicap for Automobile Club of Canada members

1	Lou Robertson	McLaughlin-Buick	
2	F.B.Stockwell	Oldsmobile	

9th July: 23.75 miles (22 laps): For cars of 60 hp or under

1	Bob Burman	McLaughlin-Buick	29m29
2	Hughie Hughes	Allen-Kingston	

10th July: 1 mile – Time Trial

1	Ralph De Palma	Fiat Cyclone	53.5s
2	Bob Burman	McLaughlin-Buick	58.8s
3	Walter Christie	Christie	59.4s

10th July: 5.625 miles (5 laps): Stock cars $1200 or under

1	Lou Robertson	McLaughlin-Buick	7m34.8
2	Max Daoust	Franklin	

10th July: 10.5 miles: Gasoline stock cars $4000 and over

1	Hughie Hughes	Allen-Kingston	9m57
2	Charlie Hall	Chalmers-Detroit	

10th July: 4.5 miles – Free-for-all

1	Ralph De Palma	Fiat Cyclone

10th July: 100.125 miles (89 laps) – Finale

1	Bob Burman	McLaughlin-Buick	1h44m40
R	Hughie Hughes	Allen-Kingston	
R	Charles Hall	Chalmers-Detroit	
NS	Ralph De Palma	Fiat Cyclone	

Burman was alone on the track for the last half of the race.

Christie suffered from mechanical problems all weekend. According to one account, De Palma scratched from the 100 mile race, but in another he was not originally entered but attempted to race at the last minute only to be barred by the Buick team.

Fort Erie, Ontario

7 August 1909

3 miles – Sweepstakes, Heat 1

1	Walter Christie	Christie	3m31.4
2	E.C.Crockett		

3 miles – Sweepstakes, Heat 2

1	Barney Oldfield	Benz	2m54.0
2	Walter Christie	Christie	

1 mile – Exhibition

1	Walter Christie	Christie	54.0s

This beat the time of 54.6s set the day before by Christie – the time was set with a flying start.

10 miles – Open

1	Louis Chevrolet	11m35	
2	Ed Jebb		

5 miles – Handicap

1	Louis Chevrolet	5m48s	*0m43s handicap*
2	Ed Jebb		*1m00s handicap*
3	Barney Oldfield		*scratch*

100 miles – Canadian Championship

1	Louis Chevrolet	1:44:32.2	
R	Lee Lorimer	96 miles/accident	

The track was very dusty, and it was thought that it was this which contributed to Lorimer's accident – he went through a fence and was found unconscious, pinned beneath his car. He was later revived.
Chevrolet completed the first 50 miles in 51m19s, a record for this distance on a circular track.

Dunlop Trophy

25 September 1909 – Kirkfield Park, MA: 1 mile dirt oval

1	W.C.Power	Buick

IV Annual Tour of the Winnipeg Automobile Club, MA

30th June-5th July 1910

30th June – Winnipeg-Portage la Prairie

1st July – Portage la Prairie-Westbourne-Gladstone-Neepawa-Brandon: 178.5 miles

2nd July – Brandon-Lake Clementi-Souris-Killarney
W.Bonnar and Arthur Muir joined the tour, having left Winnipeg on the 1st and caught up the others in the early hours of the morning. A local contingent from Killarney also joined the run, these were:

Mrs Millidge	Overland	Mr Fenwick and Mr Kreuyzer were passengers
Mr McClement	Thomas 60	Four passengers
Mr Fred Hanbury	McLaughlin Buick	Miss Urquhart, Miss Spears, Mrs Fleming and Lorne Laidlaw as passengers.
Mrs McGregor		Miss Hall and Mr Murphy as passengers.

This made a total of 27 cars on the run.

3rd July
Side trips were made.

4th July – Killarney-Pilto Mound-Manitou-Morden
A hillclimb was run at Lariviere Hill near Pilto Mound, split into two classes:

Class A – Cars of 31 hp or over, for the President's Trophy

1	W.A.T.Sweatman	National	1m28.2
2	W.C.Power	McLaughlin-Buick	1m40.2
3	W.Burchell	Knox	1m46.2
4	W.E.Bonnar	Knox	1m56.0
5	A.Muir	Kissel Kar	2m06.5

Class B – Cars under 31 hp, for the Winnipeg Automobile Club Trophy

1	F.E.H.Lake	Russell	1m53.0
2	Stanley Maw	Reo	2m26.5
3	G.Malcolmson	Ford	2m33.0

5th July – Morden-Roland-Carman-Fannystelle-Starbuck-South Headingly-Winnipeg
A heavy thunderstorm struck just as the event was to get underway, so it was decided to cut out the run to Miami and to take a shorter route in case the roads became too bad.

The pathfinding car was driven by H.A.Aylwin and W.C.Power. They scattered beans along the route to mark the way, rather than confetti as was more usual.

Winnipeg Industrial Exposition Grounds, MA

13th-16th July 1910

13th July: 5 miles – Class B, 161-200 ci

1	McQuarrie	Croxton-Keeton	7m30	$25 prize
2	Harn	Maytag	7m31	$15 prize

13th July: 5 miles – Class C, 230-300 ci

1	Harn	Maytag	7m13s	$25 prize
2	Walker	Russell	7m24s	$15 prize
3	D.A.Brown	Reo	7m24.5	$10 prize

Result of the safety, reliability and acceleration tests (The Grand Championship):

1	Harn	Maytag	30 pts	Class B
2	Kershaw	Brush	29 pts	Class A

3 Ronch	Ford	26 pts	Class B
4 McLaughlin	Hupmobile	24 pts	Class A

A Class D Franklin (driven by Barlbeau) achieved 30 pts, and a Class C Cadillac (driven by Kelly) 27 pts, but they didn't compete in all of the events and were therefore ineligible for the championship.
The meeting was held under the auspices of the Winnipeg Motor Trades Association and the Winnipeg Automobile Club.

Fort Erie, Ontario

22nd-23rd July 1910

22nd July: 5 miles – Stock Chassis

1 Louis Chevrolet		0:06:10	
2 Ed Crane			

22nd July: 5 miles – Stock Chassis, 161-230 ci

1 Louis Chevrolet	Buick	0:05:22	
2 H.Hardesty			
3 Ed Crane			

22nd July: 10 miles – Free-for-all, 451-500 ci

1 Louis Chevrolet	Buick	0:10:59.5	
2 Arthur Chevrolet			
3 Ed Crane			

22nd July: 5 miles – Handicap

1 Ed Crane	Maxwell	0:05:30	*1m00 handicap*
2 Ned McCormick			*1m00 handicap*
3 Arthur Chevrolet			*0m30s handicap*
4 Louis Chevrolet	Buick		*scratch*

22nd July: 5 miles – Free-for-all

1 Louis Chevrolet	Buick	0:04:59.4	
2 Arthur Chevrolet			
3 Ed Crane			

Fastest Lap: Chevrolet, 59s

23rd July: 5 miles – Free-for-all, Handicap

1 Ned McCormick		0:05:18	*48s handicap*
2 H.H.Hardesty			
3 Arthur Chevrolet			
Louis Chevrolet	Buick		
Ed Crane			
Walter Emmons			
J.Smith			

Six other races, three won by Arthur Chevrolet, three by Louis Chevrolet. Chevrolet lapped the mile track in 55.4s.

Medicine Hat, Alberta

18th August 1910

5 miles

1 W.R.Pentland
2 G.M.Johnston
A.Daprese

Part of a series of events at the local fair.

Dunlop Trophy

24 September 1910 – Kirkfield Park, MA: 1 mile dirt oval

1 W.C.Power	Buick

III Contest for the Oldsmobile Trophy, MA

5 October 1910 – 140 miles

Pos	#	Car	Owner	Driver	Observer	Remarks
1	2	McLaughlin	McLaughlin Car Co	J.Cline	R.Husk	3 pts, 6h10m.
2	3	Ford	Ford Motor Car Co	R.Roach	G.A.Mackiev	6 pts
3	4	Maytag	Central Garage	D.Harn	Herb Adams	11 pts
4	8	Oldsmobile	H.D.Metcalfe	W.Gray	J.Mayor	12 pts
5	1	Packard	E.Nicholson	O.Brown	P.C.Hagarty	13 pts
6	6	Cadillac	Charles McLaughlin	Charles McLaughlin	J.L.Jones	46 pts
7	7	Reo	Joseph Maw & Co	D.A.Brown	J.Sifton	56 pts
-	5	Knox	Jean Houghton	Jean Houghton	H.C.Hersey	Started and finished too late to be judged.
R	9	Patterson	Noah Davidson	A.E.Muir	V.C.Parker	Out of fuel.
NS	10	Brush	Worswick	Worswick	B.Templeton	

Route: Winnipeg to Carman, Roland, Morris, St Jean-Baptiste, St Norbert, Winnipeg.

The Pathfinding car was driven by W.Loree, who was accompanied by referee H.M.Belcher, and judges R.M.McLeod and A.C.Emmett. Cars started from outside of the Free Press building.

Calgary to Lethbridge, Alberta

25 December 1910 – 150 miles

A race that never was. Mr J.Jackson, manager of the Calgary McLaughlin-Buick dealership, publically challenged anyone interested to an open road race. Mr Hatfield and Mr Ball accepted the challenge, and put up a C$1000 for the winner. However, before the event could take place, Superintendent Deane of the North West Mounted Police reminded that there was a 20 mph speed limit on rural roads that he was obliged to enforce, thus preventing the race taking part.

Modern Power Publishing Company Reliability Run, MA

? 1911 – 2308 miles

It isn't known if the event actually took place, but as early as February, the J.L.Case Threshing Company of Racine, WI, had entered two cars, one each for Lewis Strang and Billy Jones.

The tour was to go through Manitoba, Saskatchewan and Alberta, leaving Winnipeg on the 1st August, going through Brandon, Saskatoon, Edmonton, Calgary, Regina, Griswold and back to Winnipeg. A Halladay was chosen as the Pathfinder (driven by George Daubener), and it left at the end of June to scout the route, returning to Winnipeg on the 29th July. No reports of the run itself taking place have been found.

Kirkfield Park, MA

16th September 1911 – 1 mile dirt oval

25 miles - Dunlop Trophy

1	William Rogers	Ford	25m35.0
2	Percy Plows	Reo	28m32.6
	Fred Harn	Knox	
	J.Mayor	Halladay	
NS		Chalmers	engine in practice

10 miles – Stripped Cars, 230 ci class

1	William Rogers	Ford	10m25

IV Endurance Run for the Oldsmobile Trophy, MA

27th-28th September 1911 – 400 miles

Car	Driver	Observer	Remarks
Ford	R.Roach	W.Urquhart	Winner.
Paterson	M.G.Walker	Dr F.Glasgow	2nd.
Reo	W.S.Andrews	E.W.Rugg	3rd.
Hallyday 40	A.C.Emmett		Also contained J.Mayor. Pilot car.

Route:
Day 1 - Winnipeg, Headingly, Portage-la-Prairie, Bagot, MacGregor, Sidney, Carberry, Sewell, Douglas, Brandon, Carroll, Minto, Boissevain. 199 miles.
Day 2 - Boissevain, Ninga, Killarney, Holmfield, Cartwright, Crystal City, Pilot Mound, Swan Lake, Somerset, Altamont, Deerwood, Carman, Sparling, Brunkild, Sanford, Winnipeg. 201 miles.

Contestants were allowed 11 hours running time. Roach incurred 32 road penalties, 25 for late arrival at a control, and 7 for minor adjustments caused by the rain and mud. The car received no penalties on the post-event technical inspection. The roads on the event were very bad due to overnight rain, which caused some entries to withdraw. The pathfinder car experienced difficulties en-route, and Dr Fred Glasgow, the judge, transferred his duties to the Paterson. A.C.Emmett was unable to continue the run also, and transferred his duties to W.C.Roby.

Canadian National Exhibition, Toronto, Ontario

30th October 1911 – ½ mile dirt oval

5 miles - 20 hp cars

1	Dan McDonald	Ford	6m14
2	Evans	Flanders	
3	Hueff	Flanders	

1 mile - Exhibition Time Trial

1	Dan McDonald	Ford	1m13.4
2	Whitey Huber	Ohio	1m14.8
3	Harry Borsch	Warren	1m18.4

10 miles - 30 hp cars

1	Harry Borsch	Warren	12m17.2
2	Whitey Huber	Ohio	
3	Robertson	Abbott-Detroit	

10 miles - Free-for-all

1	Dan McDonald	Ford	12m37.6
2	Evans	Flanders	
3	Borsch	Warren	
4	Huber	Ohio	
5	Rueff	Flanders	

25 miles - For Canadian Drivers for the Dunlop Trophy
Cancelled due to darkness

Canadian National Exhibition, Toronto, Ontario

20th July 1912 – ½ mile dirt oval

1 mile - Time Trial

1	Louis Disbrow	Simplex Zip	1m00.0
2	Bill Endicott	Schacht Tornado	1m11.8
3	Dan McDonald	Ford	1m15.4
4	Joe Nikrent	Case	1m15.6
5	Heine Ulbricht	White Streak	1m25.0

½ mile - Exhibition, Flying Start

	Louis Disbrow	Jay Eye See	0m30.8

5 miles - Handicap

1	Bill Endicott	Schacht Tornado	6m54.8
2	Louis Disbrow	Case Bullet	
3	Heine Ulbricht	White Steak	

5 miles - Match Race

1	Dan McDonald	Ford	6m58
2	W.Hand	Mitchell	

Pursuit Race

1 Joe Nikrent	Case Bullet	4m15.2	
2 Louis Disbrow	White Streak		
3 Bill Endicott	Schact Tornado		

2 miles – Time Trial

Louis Disbrow	Simplex Zip	2m21.6	

1 mile – Time Trial

This was an attempt at the Canadian record. McDonald blew a tyre and took out part of the fencing – the attempt was abandoned.

5 miles – Free-for-all, Handicap

1 Joe Nikrent	Case	6m43.8	*15s handicap*
2 Louis Disbrow	Simplex Zip		*scratch*
3 Bill Endicott	Schact Tornado		*5s handicap*

3 miles - Handicap

1 Bill Endicott	Schact Tornado	4m36	
2 Joe Nikrent	Case		
3 Heine Ulbricht	Case		

Minoru, British Columbia

20th July 1912 – 1 mile dirt oval

1 Mile Time Trial

Barney Oldfield	Christie 200 hp	1m01.4

5 miles (1 mile x 5 laps)

1 "Wild Bill" Fritsch	Cino 90 hp	
2 C.E.Winsler	Hudson	

5 miles (1 mile x 5 laps)

1 "Wild Bill" Fritsch	Cino 90 hp	
2 Lew Heineman	Prince Henry Benz	

3 miles (1 mile x 3 laps)

1 "Wild Bill" Fritsch	Cino 90 hp	3m24.2
2 Barney Oldfield	Christie 200 hp	

Victoria Park, Calgary, Alberta

27th July 1912 – Dirt oval

1 Barney Oldfield	Christie

The other competitors in the race were also Oldfield's employees, and they understood the terms of their contracts…..

Toronto Fairgrounds, Ontario

3rd August 1912

Record Attempts

Louis Disbrow

Gridiron Speedway, Alberta

10th August 1912 – Calgary: 2 mile straightaway

Record Attempts

Barney Oldfield	Christie	1 mile, running start, 41.8s, 139.5 kph
Barney Oldfield	Christie	½ mile, running start, 18.2s, 160.2 kph

A 2 mile straight, flat road developed by Daniel Webster Trotter through his South-East Calgary Corporation. Trotter also led the Calgary Motor Racing Association.

Kirkfield Park, MA

2nd September 1912 –1 mile dirt oval

1 mile – Time Trial, for the Gas Power Age Trophy

1	Billy Rogers	Ford	0:01:00.0
2	Ben Davies	American Underslung	0:01:03.2
3	W.Masters	EMF	0:01:09.0

1 mile – Time Trial

	Barney Oldfield	Christie 300 hp	0:00:54.0

10 miles – Stock cars, up to 160 ci

1	E.W.Rugg	EMF	0:08:45

Stopped after five miles, as there was only one competitor.

10 miles – Stock cars, up to 230 ci

1	A.McLeod	Hupmobile	0:07:10
2	E.W.Rugg	Empire	0:07:50

2 miles – Time Trial

	Barney Oldfield	Christie 300 hp	0:01:50

10 miles – Open, stripped cars. Cars must be owned in the provinces of Manitoba, Saskatchewan, Alberta or British Columbia. For the Goodrich Trophy.

1	Billy Rogers	Ford	0:10:40
2	Ben Davies	American Underslung	0:10:59

5 miles – Match Race

1	Barney Oldfield	Cino	0:05:22.5
R	Lew Heinemann	Benz	2 laps/flat tyre

10 miles – Open stock cars

1	Norman Rollin	Case	0:13:45
2	Simmins	Everitt	0:13:55

5 miles – Open

1	Fritsch	Cino	0:05:04

25 miles – Open, stripped cars. Cars must be owned in the provinces of Manitoba, Saskatchewan, Alberta or British Columbia. For the Dunlop Trophy.

1	Billy Rogers	Ford	0:25:32
2	Ben Davies	American Underslung	
3	W.Masters	EMF	

5 miles – Handicap

1	Ben Davies	American Underslung	0:05:50
2	W.Fritsch	Cino	

9th annual race meeting of the Winnipeg Automobile Club.

V Endurance Run for the Oldsmobile Trophy, MA

25th-27th September 1912 –450 miles

#	Driver	Car	Road Pens	Tech Pens	Remarks
1	Charles McLaughlin	Cadillac	0	25	Won Oldsmobile Trophy
2	J.Marshall	Cadillac	20	11	Won Gas Power Age Trophy. Car owned by J.McDonald.
3	C.Pauderson	Hupmobile	18	32	
4	R.Roach	Ford	7	100	
5	A.McLeod	Hupmobile			
	J.L.Jones Jr	White			Pilot car

Route:
25th September: Winnipeg, Portage-la-Prairie, Arden, Neepawa, Minnedosa.
26th September: Minnedosa, Brandon, Souris.
27th September: Souris, Glenboro, Treherene, Starbuck, Winnipeg.

The event was to have started on the 17th September, but was postponed. The Gas Power Age Trophy was donated by E.W.Rugg, and was for private car owners.

Minoru, British Columbia

28th September 1912 – 1 mile dirt oval

10 miles (1 mile x 10 laps) – match race

1	"Red" Sebastian	Cole	11m25
2	Harry Hooper	Winton	
	Max McLeod	American	
	Storm	Oldsmobile	

10 miles (1 mile x 10 laps) – match race

1	Bennett	Ford	11m55.2
2	Stirton	American	

Free-For-All

1	Bennett	Ford	11m58.2
2	"Red" Sebastian	Cole	
3	Stirton	American	
	Storm	Oldsmobile	
R	Max McLeod	American	lost wheel

McLeod lost a wheel, went through the retaining fence and landed upside down, suffering concussion.

Timed Mile Runs

1	"Red" Sebastian	Cole	1m04.2
2	Storm	Oldsmobile	1m08.6
3	Harry Hooper	Winton	1m08.8
4	Bennett	Ford	1m09.0
5	Stirton	American	1m12.6

Pursuit Race

1	Bennett	Ford
	Harry Hooper	Winton
	Storm	Oldsmobile
	"Red" Sebastian	Cole

Canadian National Exhibition, Toronto, Ontario

19th October 1912 – ½ mile dirt oval

5 miles – Private Owners

1	Sorenson	Ford	7m33.6
2	Johnston	Ohio	

Canadian National Exhibition, Toronto, Ontario

28th October 1912 – ½ mile dirt oval

3 miles – Class A

1	Herb Morrison	Paige-Detroit
	T.Johnson	Ohio

5 miles – Free-for-all

1	T.Johnson	Ohio	7m12.8
2		Krit	
R	Herb Morrison	Paige-Detroit	

1 mile – Time Trial

	Herb Morrison	Paige-Detroit	1m14.6

Minoru, BC

18th-19th July 1913 – 1 mile dirt oval

18th July: 1 mile Time Trial

Bob Burman	Blitzen Benz	0m55.8

19th July: 1 mile Time Trial

Bob Burman	Blitzen Benz	0m52.4

Minoru, BC

25th-26th July 1913 – 1 mile dirt oval

25th July: 1 mile Time Trial

Bob Burman	Blitzen Benz	0m51.6

26th July: 1 mile Time Trial

Bob Burman	Blitzen Benz	0m50.8

Calgary, AL

2nd August 1913 – ½ mile dirt oval

1 mile

Bob Burman	Blitzen Benz	1m05.5

Burman's managed advertised one of the drivers competing in the exhibition contests as "Endicott", and the press agent stated that it was the "famous Endicott" who be be driving. However, race fans discovered that Endicott drove a Case in the Galveston races earlier in the week, and the matter was referred to the AAA with a request to solve the mess. Bill Endicott did indeed race at Galveston, so perhaps it was his brother Harry who was due to race here, and the press agent got it "wrong"…..

Endurance Run, Newfoundland

4th August 1913 – Halifax: 500 miles

1	O.C.Beacroft	McKay touring car	perfect score
2	A.L.Pelton	Studebaker	
3	J.D.McNutt	Reo	

VI Endurance Run for the Oldsmobile Trophy, MA

20th-22nd August 1913 – 500 miles

Entrant	Driver	Car	Road Pen	Tech Pen	Remarks
Cadillac Motor Sales Co	C.L.McLaughlin	Cadillac			Accident on last day
Joseph Maw and Co	C.P.Anderson	Hupmobile	5	23	2nd, won cup awarded by Winnipeg Auto Club.
Western Canada Motor Car Co	E.Parker	Overland			
Canadian Motor Co	L.Tellier	Chandler Six			
J.L.Case Co	Pocock	Case			
F.F.Montague	F.F.Montague	Hupmobile			Withdrew from competition due to lost time, but completed run.
D.McDonald	D.McDonald	Franklin 6			
H.J.Hunter	H.J.Hunter	Overland			
G.Holden	G.Holden	Hupmobile			
R.W.Rutherford	R.W.Rutherford	Hupmobile	9	27	
	G.Horton	Reo	0	14	Won Oldsmobile Trophy
A.L.Forde	A.L.Forde	Ford	0	58	Won Gas Power Age Trophy.
	F.Hunt	Franklin	238	75	
	G.Murray	Maritime Singer Six	134	32	
	A.Jenkinson	Ford	18	18	
Bert Bowes	Bert Bowes	Cadillac			Broken springs
S.Lund	Stan Lund	Cadillac			Broken springs

Route:
Day 1: Winnipeg to Portage la Prairie and Minnedosa.
Day 2: Minnedosa to Rapid City, Hamiota, Miniota, Virden, Oak Lake, Brandon.
Day 3: Brandon to Douglas, Chater, Sewell, Carberry, Macgregor, Bagot, Burnside, Portage la Prairie, St Francois Xavier, Headingly, Winnipeg.

The Gas Power Age Trophy was awarded to the privately owned car, which had to be driven at some point by the owner, which finished highest placed.

Winnipeg Exhibition, Manitoba

23rd August 1913 – ½ mile dirt oval

3 miles – 300 ci and under
The race was called off after three of the four entrants did not appear. Only E.Clark in his Ford turned up.

3 miles – 450 ci and under

1	Bob Burman	Keeton	0:04:08.6

3 miles - Non-stock Free-for-all, Heat 1

1	Bob Burman	Keeton	0:04:01.2
	George Benedict	Mercedes	engine fire at start

3 miles – Non-stock Free-for-all, Heat 2

1	Bob Burman	Blitzen Benz	0:03:55.2

3 miles – Free-for-all Handicap

1	George Benedict	Mercedes	0:04:01	
	Bob Burman			*scratch*

3 miles - 600 ci

1	Bob Burman	Keeton	0:04:09

1 mile – Exhibition

	Bob Burman	Blitzen Benz	0:01:05
	George Benedict	Mercedes	0:01:15.75
	E.Clark	Ford	0:01:23.?

The meeting was run entirely under the auspices of Bob Burman and his manager J.A.Moross.

Kirkfield Park, Manitoba

1st September 1913 - 1 mile dirt oval

100 miles – Bowes Challenge Trophy, open to any stock car owned in Manitoba, Alberta, Saskatchewan or British Columbia.

1	R.D.Bruegger	Cadillac	2:08:06.4
2	G.C.Murray	Maritime Singer 6	

1 mile – Gas Power Age Trophy

1	Ben Clark	Ford	0:01:01.4
2	Billy Hill	McLaughlin	0:01:03.2
3	W.Masters	Cadillac	0:01:07.4
4	Jimmy Hammill	Kissel Kar	0:01:14.2

10 miles – Stock cars not exceeding 250 ci, for the Motor Magazine Trophy

1	Ben Clark	Ford	0:10:19.0
2	Billy Hill	McLaughlin	
3	Jimmy Hammill	Kissel Kar	

10 miles – Open Stock cars, for the Goodrich Trophy

1	R.D.Bruegger	Cadillac	0:12:05.5
2	Mel Dover	Ford	
3	Carter	McLaughlin	

25 miles – Stock cars not exceeding 250 ci for the Dunlop Trophy

1	Ben Clark	Ford	0:26:41.2
2	Jimmy Hammill	Kissel Kar	

Headingly, Manitoba

13th September 1913

1 Hugh Hadwin

Part of the 13th Annual Exhibition of the Headingly Agricultural Society.

Regina, Alberta

15th September 1913

25 miles – Goodyear Trophy

1	Bee Clarke	Ford

Victoria Park, Calgary, Alberta

20th September 1913 – Dirt oval

5 miles

1	Webber	Ford	
R	Frank Woodward	American Scout	3 laps/split fuel tank
NS	Carl Grasswick	American 30	missed starting shot!

5 miles

DQ	Carl Grasswick	American 30
1		Staver
2	Webber	Ford

Grasswick was protested by the Staver and Ford drivers – he had been allowed to start despite not finishing the previous race.

5 miles

1	Hugh Townsley	EMF
2		Ford

5 miles – Free-for-all

1	Carl Grasswick	American 30	
R		Staver	broke right front wheel

10 miles

1	Carl Grasswick	American 30
		Staver

Slow Race

Mrs Carl Grasswick

Carl Grasswick was declared "Alberta Auto Champion". Other entrants include Staver and George Webber (Ford). Run by the Calgary Auto Club.

L.Daumerey (Stearns) overturned during practice after having gone through the fence – he was pinned beneath the car, but escaped largely unhurt.

Minoru, BC

1 July 1914 – 1 mile dirt oval

Timed mile

1	Percy Barnes	Romano Special	1m00.5
2	Hugo Pagano	Speedwell	1m11.0
3	W.H.Smythe	Stearns	1m12.0
4	?	Pacific Car Special	1m13.0

Vancouver owned cars for the Vancouver City Championship – 10 miles

1	C.R.Thomas	American	13m01.0
2	W.H.Smythe	Stearns	13m01.2
3	Fred Franklin	Ford	15m00.0

15 miles (1 mile x 15 laps), Standing Start

1 Fred Barsby	Studebaker	20m20.0
2 ?	American	20m20.55
3 ?	Pacific Car Special	22m40.0

International Free-For-All: 10 miles (1 mile x 10 laps)

1	Romano Special	13m55
2	Speedwell	13m56
3	Stearns	14m15

5 miles (1 mile x 5 laps)

1	Romano Special	6m19
2	Speedwell	7m29
3	Stearns	7m45

Minoru, BC

24-25 July 1914 – 1 mile dirt oval

1 mile Time Trial

Teddy Tetzlaff	Blitzen Benz	56.0s

Billy Carlson, Wilbur De Alene and Hughie Hughes raced and won various events. The 25th July was rained out.

Watrous, Saskatchewan

31 July 1914

7.5 miles

1 Williamson/Kiernan
2 Mel Mann

Part of the Watrous Day celebrations.

Lethbridge Exhibition Grounds, Alberta

8th August 1914 – ½ mile dirt oval

1 mile

1 Lloyd 1m41

The Lethbridge Council no.511 of the United Commercial Travellers held a picnic with various events. The final event was a 1 mile auto race won by Brother Lloyd.

Fort Macleod, AL

7th September 1914 – ½ mile dirt oval

Captain John "Cap" Bennett was killed when he was thrown from his car while it rolled, being pinned beneath it. His riding mechanic J.Geer had been thrown clear in the first turn, while Bennett rolled in the second. Bennett was taken to the Macleod General Hospital, where he died half an hour later. The accident was in the third event of a program being staged by the Western Canada Racing Team.

Calgary-Lethbridge-Medicine Hat-Calgary Speed Trial, Alberta

1914 – 830 km

McLeod/Williamson	Cadillac	18h24
F.Keeton	Keeton	Retired
F.Keeton	Keeton	16h56, 49 kph

The Motor Supply Company of Calgary offered an award to those who completed this trial. It wasn't staged as a single event - instead, drivers competed over a period of time.

Winnipeg Exhibition, MA

9th-12th July 1915 - ½ mile dirt oval

9th July: ½ mile – Time Trial

1	6 Eddie Hearne		0:00:37.4
	Six cars competed.		

9th July: 3 miles – 300 ci and under

1	Bill Endicott	Scat	
2	Louis Lecocq	Bullet	

9th July: 1 mile – Time Trial

	Eddie Hearne	Jay-Eye-See	0:01:17.4
	Johnny Raimey	Case Comet	0:01:13.8

9th July: 5 miles – Australian Pursuit

1	Johnny Raimey	Case Comet

9th July: 3 miles – Free-for-all

1	6 Eddie Hearne	
2	Bill Endicott	

This event was run as two elimination heats and a final.

12th July: 1 mile – Record Attempt

	Johnny Raimey	Case Comet	0:01:13.4
	Johnny Raimey	Case Comet	0:01:13.2

12th July: 3 miles – Match Race

1	Bill Endicott	SCAT
2	Kizer	Mercer

12th July: 3 miles – Free-for-all

1	Johnny Raimey	Case Comet
2	Eddie Hearne	

This event was run as three separate heats.

12th July: Free-for-all Handicap

1	Tommy Milton	Zip	
2	Johnny Raimey	Case Comet	*scratch*
	Kizer	Mercer	
	Le Cocq	Case Bullet	
	Bill Endicott	SCAT	
	Eddie Hearne	Case	*scratch*

The races were part of the Patriotic Week programme, and were managed by J.Alex Sloan.

Ottawa Reliability Tour, Ontario

11th-12th June 1916 – 150 miles

1	George B.McKay	McLaughlin C55	perfect score

Arranged by Alderman William Findlay, managing director of the Ottawa Free Press. The run went from Ottawa to Prescott, Ontario, crossing the St Lawrence River by ferry to Ogdensburg, NY. From Ogdensburg the run went to Gouveneur, NY, and back to Ogdensberg. The event started in a heavy rainstorm.

Magrath, Alberta

24th July 1916

5 miles

1	Crabbtree	Chevrolet	0:09
2	Baalim Moto Co		

Part of the Magrath celebrations.

Cardston, Alberta

1st-4th September 1916

1st September: Race

1	E.Crabtree	Ford
2	Spencer	

4th September: 2.5 miles – Heat 1

1	D.Spencer
?	Claude Weeks
?	E.C.Crabtree

4th September: 2.5 miles – Heat 2

1	D.Spencer
?	Claude Weeks
?	E.C.Crabtree

Part of the annual fair races.

Brandon, Manitoba

20th June 1917 – ½ mile dirt oval

Chad Jewett of Bemidji, MN, crashed his Ford through the fence, ripping out over 40 feet in the process. He broke three ribs, and had to withdraw from the races at the Dakota State Fair the following week.

2nd Annual Ottawa Reliability Tour, Ontario

28th-30th June 1917 – 150 miles

The Ottawa Free Press merged with the Ottawa Journal, but still held the event, which was organised by the Ottawa Valley Motor Car Association with help from the AAA Contest Board. The referee for the event was Eddie Edenburn, and the pace car driver was Ray McNamara (in a Maxwell). The goal of the tour was "to impress upon Canadians the importance of highway improvements", and W.A.McLean, Ontario's Deputy Minister of Highways competed. The tour was for privately owned cars, with penalties given for deviation from an average set speed. The route went from Ottawa to Prescott, then Ogdensburg (NY), Gouveneur, Alexandria Bay, and back to Ogdensburg. There were 43 finishers, 3 abandons, and 1 disqualification. Dr R.E.Valen (McLaughlin D45) and W.H.Kent (Dodge) tied with perfect scores of 1000 points, so an elimination contest was held on the 30th which was won by Valen. J.M.Pritchard (Ford) was 3rd, C.G.Keyes and W.R.Love (Overland) were 4th. The ladies prize went to Mrs W.H.Kent (Dodge).

Calgary Exhibition, Alberta

4th-5th July 1917 – ½ mile dirt oval

4th July – 5 mile Time Trial

1	27 Dave Koetzla	Case	was on pole (rolling start)
2	17 Fred Horey	FIAT	
3	Floyd Willard	Prince Henry	

4th July – 1 mile (0.5 miles x 2 laps)

1	George Clark	Case	1m07
2	17 Fred Horey	FIAT	
3	27 Dave Koetzla	Case	
4	Ben Giroux	Sunbeam	
	Bob Kline	SCAT	
	Jay Jewett		
	Jules Ellingboe	Briscoe	
	Charles Hawkins		
	Floyd Willard	Prince Henry	

4th July – 3 miles

1	Jules Ellingboe	Briscoe	3m50
2	Jay Jewett		
3	Floyd Willard	Prince Henry	
4	Bob Kline	SCAT	

4th July – 3 miles

1	17 Fred Horey	FIAT	3m43
2	George Clark	Case	
3	Ben Giroux	Sunbeam	

4th July – 5 mile Australian Handicap Pursuit

1	George Clark	Case	5m58.2
2	Jules Ellingboe	Briscoe	

5th July – 1 mile (0.5 miles x 2 laps)

1	George Clark	Case	1m08.0
2	17 Fred Horey	FIAT	1m09.8
3	27 Dave Koetzla	Case	

5th July – 3 miles

1	27 Dave Koetzla	Case	3m52.6
2	Bob Kline	SCAT	
3	Floyd Willard	Prince Henry	

5th July – 3 mile Free-for-all

1	Jules Ellingboe	Briscoe

5th July – 5 mile Free-for-all

1	George Clark	Case	6m18.8
2	Jules Ellingboe	Briscoe	
3	Ben Giroux	Sunbeam	
4	Chad Jewett	Ford	

5th July – 5 mile Australian Pursuit

1	George Clark	Case
2	17 Fred Horey	FIAT
3	Floyd Willard	Prince Henry

The race meeting organisation was contracted to IMCA, who brought along their contracted drivers. On the second day, two local drivers, George Webber (Mercer) and Fred Siegel (McLaughlin Special), were also entered. Alex Sloan, who ran IMCA, didn't want them to race his drivers, so a compromise was attempted – they would race in their own match race, and then compete in a later race against two of Sloan's professionals. Sloan then stated that if the locals took to the track, he would ask his drivers to park. Webber agreed, but Siegel didn't. When the officials weren't looking, he drove onto the track and began lapping until he caught a wheel on an inside fence post, rolled over and was killed.

Red Deer, Alberta

7th July 1917 – ½ mile dirt oval

½ mile – Elimination Trial

George Clark	37.8s
Jules Ellingboe	38s
Ben Giroux	39s
Dave Koetzla	39s
Jay Jewett	40s
Bob Klein	41s
Floyd Willard	41s

3 miles

1	Jay Jewett	4m19
2	Floyd Willard	
3	Bob Klein	

3 miles

1	George Clark	4m31
2	Dave Koetzla	
3	Ben Giroux	

Clark and Koetzla were tied at the finish and raced another lap with a flying start, lark winning.

3 miles – Free-for-all

1	George Clark
2	Jules Ellingboe
3	Ben Giroux

5 miles – Australian Handicap

1	Dave Koetzla		
2	Bob Klein		

The IMCA circus, after leaving Calgary by train, put on a race meeting at the Red Deer Exhibition.

Edmonton Exhibition, Alberta

13th-14th July 1917 – ½ mile dirt oval

13th July: 3 miles

1	Chad Jewett	Ford	4m07.2
2	Floyd Willard	Prince Henry	
3	Bob Kline	SCAT	

13th July: 3 miles

1	George Clark	Case	3m46.6
2	Floyd Willard	Prince Henry	
3	Fred Horey	FIAT	

13th July: 5 miles – Free-for-all

1	Fred Horey	FIAT	6m22.0
2	Chad Jewett	Ford	
3	Dave Koetzla	Case	
4	Jules Ellingboe	Briscoe	

13th July: 5 miles – Australian Pursuit

1	Fred Horey	FIAT	6m15.4
2	Floyd Willard	Prince Henry	
3	Jules Ellingboe	Briscoe	

13th July: 5 miles – Free-for-all

1	Floyd Willard	Prince Henry	6m05.8
2	George Clark	Case	
3	Ben Giroux	Sunbeam	
4	Bob Kline	SCAT	

14th July: 3 miles – Match Race

1	Floyd Willard	Prince Henry	3m57.0
2	Chad Jewett	Ford	

14th July: 5 miles – Australian Pursuit

1	Dave Koetzla	Case	6m20
2	Jules Ellingboe	Briscoe	
3	Ben Giroux	Sunbeam	
4	Bob Kline	SCAT	

14th July: 3 miles – Free-for-all

1	George Clark	Case	3m33.4
2	Fred Horey	FIAT	
3	Floyd Willard	Prince Henry	

14th July: 3 miles - Match Race

1	Ben Giroux	Sunbeam	3m40.2
2	Jules Ellingboe	Briscoe	
3	Dave Koetzla	Case	

14th July: 1 mile – Time Trial

	George Clark	Case	1m07.4
	Floyd Willard	Prince Henry	1m09.2
	Fred Horey	FIAT	1m10.0

14th July: 2 miles – Free-for-all Handicap

1	Fred Horey	FIAT	2m20.4
2	Chad Jewett	Ford	
3	Bob Kline	SCAT	
4	Floyd Willard	Prince Henry	
5	George Clark	Case	

Brandon, Manitoba

20th July 1917 – ½ mile dirt oval

Time Trials

	George Clark		0:01:09
	Fred Horey		0:01:09

Free-for-all

1	George Clark		
2	Fred Horey		
3	Chad Jewett		
4	Floyd Willard		

Ford Match Race

1	Floyd Willard		
Chad Jewett			

3 Cornered Race

1	Jules Ellingboe		

Australian Pursuit

1	Jules Ellingboe		

Free-for-all Handicap

1	Floyd Willard	Prince Henry	

Race

Fred Horey

Race

1	Fred Horey		

Race

1	Floyd Willard		

Race

1	Dave Koetzla		

Regina, Saskatchewan

28th July 1917 – ½ mile dirt oval

3 miles – Cars up to 300ci

1	Floyd Willard		0:04:12
2	Dave Koetzla		
3	Bob Klein		

3 miles

1	George Clark		0:04:06.25
2	Dave Koetzla		
3	Ben Giroux		
4	Jules Ellingboe		

3 miles – Match Race

1	Floyd Willard	Prince Henry	0:04:15
2	7 Bob Klein	SCAT	

Pursuit Handicap

1	Jules Ellingboe		0:06:52.5
2	Fred Horey		
3	Ben Giroux		
4	Dave Koetzla		

5 miles – Free-for-all

1	Fred Horey		0:06:00.0
2	Jules Ellingboe		
3	George Clark		
4	Ben Giroux		

Saskatoon, Saskatchewan

4th August 1917 – ½ mile dirt oval

3 miles

1	Dave Koetzla	Case	0:04:03
2	Floyd Willard	Ford	

3	Bob Klein	SCAT	

3 miles

1	Ben Giroux	Sunbeam	0:03:55
2	George Clark	Case	
3	Jules Ellingboe	Briscoe	
4	Dave Koetzla	Case	

3 miles – Match Race

1	Bob Klein	FIAT	0:04:00
2	Floyd Willard	Ford	

4 miles – Australian Pursuit

1	Jules Ellingboe	Briscoe	0:06:00
2	Fred Horey	FIAT	
3	Ben Giroux	Sunbeam	
4	Dave Koetzla	Case	

5 miles – Free-for-all

1	Fred Horey	FIAT	*no time given*
2	Jules Ellingboe	Briscoe	

1 mile – Time Trial

1	George Clark	Case	0:01:08.8
2	Fred Horey	Fiat	0:01:09.6

Exhibition Park, Toronto, Ontario

29th June 1918 – ½ mile dirt oval

3 miles – Flying Start

1	Louis Disbrow
2	Gaston Chevrolet

3 miles – 300ci or under, flying start

1	Wonderlich	0:03:35
2	Woodbury	
3	D'Alene	

½ mile – Time Trial

1	Wonderlich	0:00:33.6
2	Woodbury	0:00:34.0
3	Louis Disbrow	0:00:34.0

5 miles – Handicap Pursuit

1	Louis Disbrow	0:06:07.6
2	D'Alene	
3	Woodbury	

3 miles – Free-for-all

1	Gaston Chevrolet	0:03:50.2

In a novelty wheel changing race, Chevrolet won by Disbrow.

Hastings Park, BC

1st July 1918 – 1 mile dirt oval

1 mile Time Trial

Gus Duray	Stutz Special	1m15
Cliff MacBeth	Yakima Special	1m17.5
Ritchie	Ford Special	1m22.5
Gus Duray	Paige Special	1m23
J.Erdman	Erdman Special	1m25
Walter Brooks	Duthie Special	1m27
Harry Skar	Comet Special	1m28.5
H.Lillie	Vancouver Special	1m35

12 miles (1 mile x 12 laps) – Free-for-all

1	Cliff MacBeth	Yakima Special
2	Gus Duray	Stutz Special
3	Harry Skar	Comet Special
4	J.Erdman	Erdman Special

Australian Pursuit

1	Gus Duray	Stutz
2	Cliff MacBeth	Yakima
1)		Paige Special
4	Ritchie	Ford

6 miles (1 mile x 6 laps) – Small cars (270 ci and under)

1	J.Erdman	Erdman Special	7m41
2	Ritchie	Ford Special	
3	Walter Brooks	Duthie Special	

6 miles (1 mile x 6 laps) – Large cars (300 ci and over)

1	Gus Duray	Stutz
2	Cliff MacBeth	Yakima Special
3		Paige Special

8 miles (1 mile x 8 laps) – Small cars

1	J.Erdman	Erdman Special
2	Walter Brooks	Duthie Special
3	Ritchie	Ford Special

Calgary Exhibition, Alberta

4th-5th July 1918 - ½ mile dirt oval

IMCA Entrants:
Jules Ellingboe
Bob Kline
Vern Soules
Bill Endicott
Larry Doyle
Clifford Toft
Leon Duray
Arthur Chevrolet
Ben Gotoff
Sig Haugdahl FIAT

4th July: 3 miles

1	Leon Duray		0:04:12.4
2	Verne Soules		
3	Bill Endicott		

4th July: 5 miles

1	Jules Ellingboe		*no time given*
2	Leon Duray		
3	Clifford Toft		

4th July: 5 miles - Australian Pursuit

1	Sig Haugdahl	FIAT	0:07:19.6
2	31 Verne Soules		
3	Leon Duray		

4th July: 1 mile – Time Trial

Bill Endicott		0:01:16.6
Jules Ellingboe		0:01:16.0

The time trial was cancelled after this due to poor track conditions.

4th July: 3 miles

1	Bill Endicott		*no time given*
2	Jules Ellingboe		

4th July: 10 miles – Canadian National Sweepstakes

1	Sig Haugdahl	FIAT	*no time given*

Run by IMCA.

5th July: 5 miles

1	Jules Ellingboe	Briscoe	0:07:07.5
2	Clifford Toft	Maxwell	
3	Verne Soules	National	

5th July: 2 miles – Free-for-all, Heat 1

1	Leon Duray	Case	0:02:48.2
2	Bill Endicott	Hudson	
3	Larry Doyle	Case	

5th July: 2 miles – Free-for-all, Heat 2

1	Jules Ellingboe	Briscoe	0:02:47.4
2	Clifford Toft	Maxwell	
3	Verne Soules	National	

5th July: 5 miles – Consolation Handicap

1	Bob Cline	Bullet	*no time given*
2	Verne Soules	National	
3	Larry Doyle	Grant	

5th July: 5 miles – Free-for-all, Final

1	Bill Endicott	Hudson	0:02:43.2
2	Jules Ellingboe	Wisconsin Special	
3	Clifford Toft	Maxwell	

5th July: 5 miles – Calgary Sweepstakes

1	Clifford Toft	Maxwell	*no time given*
2	Leon Duray	Briscoe	
3	Jules Ellingboe	Wisconsin Special	
4	Verne Soules	National	

5th July: 2 miles

1	Leon Duray	Briscoe	0:02:41.4
2	Clifford Toft	Maxwell	
3	Bill Endicott	Hudson	

5th July: 5 miles – Australian Pursuit Handicap

1	Sig Haugdahl	Fiat	0:06:37
2	Verne Soules	National	

5th July: 2 miles – Championship Drive

1	Bill Endicott	Hudson	0:02:41
2	Jules Ellingboe	Wisconsin Special	
=	Sig Haugdahl	Fiat	

Lansdowne Park, Ottawa, Ontario

6th July 1918 – ½ mile dirt oval

3 miles – Match Race

1	Gaston Chevrolet	Sunbeam	0:04:12
2	Louis Disbrow	Simplex Zip	

3 miles - Open

1	Braren		0:04:19
	D'Alene		
	Wonderlich		

½ mile – Time Trial

1	Gaston Chevrolet	Sunbeam	0:00:37.6
2	Wonderlich		0:00:39.0
3	Waldo		0:00:39.6

5 miles – Handicap Pursuit

1	Gaston Chevrolet		0:07:19
	Louis Disbrow		
	D'Alene		
	Wonderlich		

Free-for-all Sweepstakes
Cancelled due to damaged cars.

2.5 miles

1	Eddie Emmerson	Oldsmobile
2	Walter Delsher	Chevrolet

Run under the auspices of the Great War Veterans' Association.

Edmonton Exhibition, Alberta

11th July 1918 – ½ mile dirt oval

2 miles – Free-for-all, Heat 1

1	Bill Endicott	0:02:53
2	Verne Soules	
3	Larry Doyle	

2 miles - Free-for-all, Heat 2

1	Leon Duray	0:02:51.2
2	Jules Ellingboe	
3	Clifford Toft	

2 miles – Free-for-all, Final

1	Bill Endicott	0:02:34.4
2	Leon Duray	
3	Verne Soules	

5 miles – Edmonton Sweepstakes

1	Clifford Toft	0:06:47
2	Leon Duray	
3	Ben Gotoff	

1 mile

	Sig Haugdahl	0:01:04.6
	Jules Ellingboe	0:01:07.0

Haugdahl did the half-mile in 32.2s.

Delorimer Park, Montreal, Quebec

13th-14th July 1918 – ½ mile dirt oval

13th July: 3 miles – Dirt Track Championship

1	Gaston Chevrolet	Sunbeam	0:03:35
2	Louis Disbrow	Simplex	

13th July: 3 miles

1	Wonderlich	Simplex	0:04:10
2	D'Allen	Marquette Buick	
3	Woodbury	Duesenberg	

13th July: ½ mile – Time Trials

1	Wonderlich	Simplex	0:00:36
2	Gaston Chevrolet	Sunbeam	0:00:37
=	Woodbury	Duesenberg	0:00:37
=	D'Allen	Marquette-Buick	0:00:37
5	Braren	Disbrow Special	0:00:40

13th July: 5 miles – Victory Sweepstakes

1	D'Allen	Marquette-Buick	0:06:20
2	Wonderlich	Simplex	

Run under the auspices of the Great War Veterans' Association. A wheel changing contest was held, won by Disbrow in 14s. An aeroplane versus car race was also held over 5 laps. Won by Miss Ruth Law in the aeroplane against Chevrolet in his Sunbeam.

14th July: 3 miles

1	Gaston Chevrolet	Sunbeam	0:03:46.4
2	Louis Disbrow	Simplex	

14th July: 3 miles

1	Wonderlich	Simplex	0:03:53.4
2	Woodbury	Duesenberg	
3	D'Allen	Marquette-Buick	

14th July: ½ mile – Time Trial

1	Wonderlich	Simplex	0:00:35.8
2	Gaston Chevrolet	Sunbeam	0:00:36.0
3	Woodbury	Duesenberg	0:00:36.2
4	D'Allen	Marquette-Buick	0:00:36.8

14th July: 5 miles – Victory Sweepstakes

1	Gaston Chevrolet	Sunbeam	0:03:32
2	Wonderlich	Simplex	
3	Louis Disbrow	Disbrow Special	

A wheel changing contest was again held, won by Chevrolet in 19s. An aeroplane versus auto race was also held, won again by Ruth Law in 2m40.

Edmonton Exhibition, Alberta

14th July 1918 – ½ mile dirt oval

3 miles

1	Ben Gotoff	0:04:12
2	Bill Endicott	
3	Clifford Toft	

5 miles – Alberta Sweepstakes, Heat 1

1	Leon Duray	0:07:15.2
2	Verne Soules	
3	Larry Doyle	

5 miles – Pursuit Handicap

1	Sig Haugdahl	0:06:29
2	Verne Soules	
3	Larry Doyle	

1 mile – Time Trial/Exhibition

11	Katherine Stinson	0:01:15.2

American Aviatrix – borrowed Leon Duray's car for this attempt

5 miles - Alberta Sweepstakes, Heat 2

1	Bob Gotoff	0:06:13
2	Bill Endicott	
3	Sig Haugdahl	

2 miles – Match Race

1	Bill Endicott	0:02:29.8
2	Jules Ellingboe	
3	Clifford Toft	

5 miles

1	Jules Ellingboe	0:05:59.4
2	Bill Endicott	
3	Clifford Toft	

Saskatoon, Saskatchewan

20th July 1918 – ½ mile dirt oval

3 miles

1	Bill Endicott	0:03:41
2	Ben Gotoff	
3	Leon Duray	

5 miles

1	Jules Ellingboe	*no time given*
2	Clifford Toft	
3	Leon Duray	

5 miles – Australian Pursuit

1	Sig Haugdahl	0:05:40

1 mile

1	Sig Haugdahl	0:01:05.6
=	Jules Ellingboe	

2 miles

1	Bill Endicott
2	Jules Ellingboe
3	Clifford Toft

10 miles – Dominion Sweepstakes

1	Jules Ellingboe	
2	Clifford Toft	
3	Bill Endicott	

Brandon, Manitoba

31st July 1918 – ½ mile dirt oval

3 miles

1	Bill Endicott	0:04:12.25
2	Ben Gotoff	
3	Verne Soules	

5 miles

1	Clifford Toft	0:06:41
2	Jules Ellingboe	
3	Leon Duray	

5 miles – Australian Pursuit

1	Ben Gotoff	0:09:31
2	Verne Soules	
3	Sig Haugdahl	

1 mile – Time Trial

1	Jules Ellingboe	0:01:13

2 miles

1	Bill Endicott	0:02:42

5 miles – Dominion Sweepstakes

1	Leon Duray	0:06:31.5
2	Clifford Toft	
3	Jules Ellingboe	

Races postponed from the 26th July due to rain.

Regina Exhibition, Saskatchewan

2nd August 1918 – ½ mile dirt oval

2 miles - Saskatchewan Sweepstakes

1	Bill Endicott	2m44
2	Verne Soules	
3	Larry Doyle	

2.5 miles – Australian Pursuit Handicap

1	George Clark	3m03.6
2	Larry Doyle	

5 miles - Dominion Sweepstakes

1	George Clark	6m41.8
2	Ben Gotoff	
3	Leon Duray	

½ mile - Time Trials

1	Bill Endicott	33.6s
2	Leon Duray	34.0s
	George Clark	34.0s

River Park, Manitoba

8th August 1918 – ½ mile dirt oval

Heat 3

1	Clifford Toft	
R	Leon Duray	exhaust gasket

Heat 4

1	Bill Endicott	

2	Jules Ellingboe	Briscoe	
	Clifford Toft		

Australian Pursuit Handicap

1	9 Bob Kline		0:03:39.6
2	Bill Endicott		

½ mile - Time Trial

1	Leon Duray		0:00:35.6

Races held under the auspices of the Army and Navy Veterans Club. Entries also included Sig Haugdahl, Verne Soules, Larry Doyle and George Clark.

Hastings Park, BC

18th July 1918 – 1 mile dirt oval

1 mile – Time Trial

Gus Duray	Stutz Special	0:01:15
Cliff MacBeth	Yakima Special	0:01:17.5
Ritchie	Ford Special	0:01:22.5
Gus Duray	Paige Special	0:01:23
J.Erdman	Erdman Special	0:01:25
Walter Brooks	Duthie Special	0:01:27
Harry Skar	Comet Special	0:01:28.5
H.Lillie	Vancouver Special	0:01:35

12 miles – Free-for-all

1	Cliff MacBeth	Yakima Special
2	Gus Duray	Stutz Special
3	Harry Skar	Comet Special
4	J.Erdman	Erdman Special

Australian Pursuit

1	Gus Duray	Stutz
2	Cliff MacBeth	Yakima
3		Paige Special
4	Ritchie	Ford

6 miles – 270ci and under

1	J.Erdman	Erdman Special	0:07:41
2	Ritchie	Ford Special	
3	Walter Brooks	Duthie Special	

6 miles – 300ci and over

1	Gus Duray	Stutz
2	Cliff MacBeth	Yakima Special
3		Paige Special

8 miles – 270ci and under

1	J.Erdman	Erdman Special
2	Walter Brooks	Duthie Special
3	Ritchie	Ford Special

Hastings Park, BC

24th August 1918 – 1 mile dirt oval

5 miles (1 mile x 5 laps) - Free for all tyre change

1	Gus Duray	Stutz Special	7m29.5
2	Henry North	Romano Special	
3	Walter Blume	Blume Special	
4	Cliff MacBeth	Mercer Special	

7 miles (1 mile x 7 laps) – Small cars

1	Harry Schuck	Ford Special	10m34
2	Cliff MacBeth	Mercer Special	
3	Walter Blume	Blume Special	

8 miles (1 mile x 8 laps) – Large cars, over 300 ci

1	Gus Duray	Stutz Special
2	Henry North	Romano Special
3	Sam Carmichael	Stutz Special

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25 miles (1 mile x 25 laps) – Vancouver Exhibition Sweepstakes
 1 Gus Duray                 Stutz Special                30m55
 2 Henry North               Romano Special
 3 Cliff MacBeth             Mercer Special
 4 Sam Carmichael            Stutz Special

5 miles (1 mile x 5 laps) – Special Invitational
 1 Gus Duray                 Stutz Special                5m37
 2 Henry North               Romano Special
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Other Canadian Events

The table below lists events which are known to have taken place, but of which there are no further details at the present moment.

Year	Date	Venue	Type	Comments
1902		Fort Erie, Ontario	1 mile dirt oval	
1903		Fort Erie, Ontario	1 mile dirt oval	
1904		Fort Erie, Ontario	1 mile dirt oval	
1905		Fort Erie, Ontario	1 mile dirt oval	
1905		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1906		Fort Erie, Ontario	1 mile dirt oval	
1906		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1907		Fort Erie, Ontario	1 mile dirt oval	
1908	28th-30th August	Delorimer, Quebec?		Montreal Automobile Club of Canada
1908		Fort Erie, Ontario	1 mile dirt oval	
1908	26th September	Montreal Exposition, Quebec	½ mile dirt oval	
1908	11th July	Portage la Prairie, Manitoba		To be held in the evening at the exhibition grounds.
1908		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1909		Montreal Exposition, Quebec	½ mile dirt oval	
1909		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1910		Dundas Driving Park, Ontario	½ mile dirt oval	
1910		Montreal Exposition, Quebec	½ mile dirt oval	
1911		Hastings Park, BC	1 mile dirt oval	
1911		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1912		Hastings Park, BC	1 mile dirt oval	
1913		Calgary Exhibition, Alberta	½ mile dirt oval	
1913		Hastings Park, BC	1 mile dirt oval	
1913		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1914	2nd September	Calgary Exhibition, Alberta	½ mile dirt oval	Victoria Park. George Webber wins.
1914	19th September	Calgary, Alberta	½ mile dirt oval	Victoria Park.
1914		Hastings Park, BC	1 mile dirt oval	
1914		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1915		Calgary Exhibition, Alberta	½ mile dirt oval	
1915		Hastings Park, BC	1 mile dirt oval	A 2 day meeting was held in Vancouver from the 15th May – might have been here.
1916		Calgary Exhibition, Alberta	½ mile dirt oval	
1916		Hastings Park, BC	1 mile dirt oval	
1916		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1917		Montreal Exposition, Quebec	½ mile dirt oval	
1917		Ottawa Fairgrounds, Ontario	½ mile dirt oval	
1917		Winnipeg Exhibition, Manitoba	½ mile dirt oval	
1918	August	Crookston, Manitoba		Meeting held in the first week.
1918	August	Grand Forks, Manitoba		Meeting held in the first week.
1918	5th August	Moose Jaw, Saskatchewan		IMCA
1918		Red Deer, Alberta	½ mile dirt oval	IMCA race
1918	20th July	Quebec Provincial Exhibition Park, Quebec	Dirt oval	
1918		Weyburn, Saskatchewan	Dirt oval	Held an IMCA race
1918	9th August	Winnipeg Exhibition, Manitoba	½ mile dirt oval	IMCA

Other Matters in Canada

Two three mile races were held at Lansdowne Park in Ottawa on the 21st September 1900. The races were postponed from the previous Thursday due to rain, and did happen, although the results are not known.

A match race was arranged between McLaughlin and Maw for the 20th July 1908. It didn't take place for some reason, and it is not known if it ever did.

The endurance run for the Oldsmobile Trophy, held by the Winnipeg Automobile Club was scheduled for the Thanksgiving holiday period (around the 18th October) in 1909, but was not held. The reason for this is not known.

A Flanders 20 made what was known as the Under Three Flags Run during June and July 1910. The car travelled from Quebec to Mexico City to demonstrate its reliability.

A 10 mile race for the Southern Alberta Championship, for standard cars, was to be held at the Raymond Fair in Raymond, Alberta, on the 31st August 1915. Motorcycle races were held, but no reports of auto races have been found.

Alderman William Findlay, managing director of the Ottawa Free Press, arranged an automobile reliability run from Ottawa to Ogdensburg on the 19th September, a repeat of the run held in June. The Ottawa Valley Motor League conducted the run in September. No other details are known.

Racing in Great Britain

Brooklands

Brooklands was Europe's first permanent race circuit, opened in 1907. However, for British motor-racing as a whole, it led the development of the race car up a cul-de-sac.

The problem was the style of the circuit – it lent itself to big, large capacity race cars which weren't suitable for competing in the European Grand Prix events, which were typically held on closed public roads. This didn't mean that races of international significance were never held there – the Junior Car Club held a series of races of significance, but they tended to be few in number.

As a result, racing at Brooklands tended to follow the US model, in that the racing was for the entertainment rather than the sport. The various motor clubs who organised the races used to schedule all sorts of events, from single lap races, races for women and match races between various competitors. But there was little of consequence.

One avenue of development which did prove to have an effect on the outside world was the development of aero-engined race cars, and the use of the venue for record breaking. The large diameter corners meant that very high speeds could be sustained, so it was the obvious venue to try breaking speed records, and when speeds became too high, endurance records. It provided a venue for the likes of Malcolm Campbell to race and learn what could be done, and the lessons learnt from the likes of *Mephistopheles*, an aero-engined Fiat, helped lay the ground-work for future projects such as Bluebird.

Brooklands Handicaps

Many of the races held at Brooklands were handicap races, with the cars started at varying times to try and ensure a close finish. Handicap races were typically defined as Short and Long Handicaps, the terms dating back to 1911. In a Short Handicap, competitors completed one lap, passing the Fork and then racing up the Finishing Straight to the Special Short Finishing Line for a distance of about 5¾ miles. For a Long Handicap they completed 2 laps, and a distance of about 8½ miles.

Lightning races were limited to only the fastest cars. Originally, competitors had to be capable of a flying lap of at least 90mph, but this was dropped in 1922 in favour of a minimum capacity of 1500cc. There was a separate Lightning Finishing Line, 100 yards before the Special Short, but as speeds increased, it became obvious that it was becoming more and more difficult for cars to pull up in the length of the Finishing Straight, so Lightning races were shifted to start and finish on the Railway Straight in 1924. Lightning Shorts were over one lap, Lightning Longs were over two laps.

RAC Ratings

From 1909, some races were classified by the RAC Rating of the cars competing. The RAC Rating was an attempt to determine the power of a vehicle in a way which was independent of the manufacturers claims, but was based on scientific principles. It was based on the following formula:

$$bhp = (P_m \times D^2 \times V_m \times n)/168046$$

where P_m is the mean effective pressure in lb/sq.in (pounds per square inch), D is the diameter of the cylinder in inches, V_m is the mean piston speed, and n is the number of cylinders. The RAC then simplified this by assuming the following:
The mechanical efficiency at V_m is 75%.
The mean effective pressure P_m is 90 lb/sq.in.
The mean piston speed V_m is 1000 ft/min.

This then gave the following formula:

$$bhp = (D^2 \times n)/2.5$$

which was accurate to about 0.4%, and was known as the RAC hp or rating. This was accurate enough for the races in question here, but by the 1930s it was increasingly inaccurate as the mean piston speed increased with new materials being introduced, the mean effective pressure increased and engines became more efficient.

24 Hour Record Attempt

28th-29th June 1907

Selwyn F.Edge	Napier (Green)	1581 miles 1310 yards
H.C.Tryon/A.F.Browning	Napier (White)	1538 miles 160 yards
F.Draper/F.Newton	Napier (Red)	1521 miles 80 yards

Edge competed against two other cars which were driven by a relay of drivers.

Hourly distances:

	S.F.Edge		Tryon/Browning		Draper/Newton	
Hour	Miles	Yards	Miles	Yards	Miles	Yards
1	70	130	66	1400	65	1100
2	140	1320	133	1060	133	650
3	207	800	201	1080	198	860
4	271	1160	267	1270	259	140
5	343	1350	337	310	326	200
6	407	60	409	1210	395	1590
7	474	360	471	950	456	1310
8	537	1210	540	520	523	950
9	609	720	605	1270	584	170
10	670	1200	660	1060	656	780
11	737	480	728	1520	723	660
12	799	1600	797	550	792	1600
13	866	330	859	1620	854	1740
14	938	480	928	100	927	535
15	1006	1640	995	670	999	470
16	1068	400	1054	260	1063	1140
17	1139	1100	1120	1560	1135	390
18	1203	830	1181	1500	1169	1430
19	1283	1170	1236	560	1215	340
20	1327	1190	1298	1170	1277	360
21	1390	1100	1363	1300	1339	770
22	1458	130	1424	450	1395	950
23	1519	360	1486	330	1457	1280
24	1581	1310	1538	160	1521	80

I Brooklands Race Meeting

6th July 1907

I Montagu Cup (30.5 miles)

1	J.E.Hutton	Mercedes 120 hp	22m19s, 82mph
2	Prince K.Okura	Fiat 120hp	
3	Dario Resta	Mercedes	*
R	Warwick Wright	Darracq	bent cam-shaft
R	Cecil Edge	Napier	holed water tank

** Was leading, but did not recognise the semaphore signal telling him to turn onto the finishing straight on the last lap. He continued around the outer-circuit.*
Hutton won £1400 for first, with £100 being awarded for third. The Montagu Cup was named after Lord Montagu of Beaulieu, and was manufactured by Messrs R and S Garrard and Co Goldsmiths and Silversmiths of Haymarket. There were ten starters.

Marcel Renault Memorial Plate (11 miles) – Heat 1

1	H.C.Tryon	Napier 40 hp	
2	A.Huntley Walker	Darracq 30-40 hp	
NS	T.Thornycroft		withdrew

Marcel Renault Memorial Plate (11 miles) – Heat 2

1	A.E.Clifford Earp	Iris 35 hp	
2	F.R.S.Bircham	Iris	
NS	C.P.Harrison		withdrew

Marcel Renault Memorial Plate (11 miles) – Final

1	H.C.Tryon	Napier 40 hp	
2	A.E.Clifford Earp	Iris 35 hp	+600 yards
3	A.Huntley Walker	Darracq 30-40 hp	+1400 yards

There were six starters in heat 1, and seven in heat 2.

Horsley Plate (3 miles)

1	A.Huntley Walker	Darracq 30-40 hp
2	W.T.Lord	Straker Squire 25 hp
3	S.Gore Brown	Thornycroft 30 hp

There were eight starters.

Gottlieb Daimler Memorial Plate (15 miles)

1	E.M.C.Instone	Daimler	
2	A.Huntley Walker	Darracq	
R	J.T.C.Moore-Brabazon	Minerva	inlet valve

There were eight starters, which included four Daimler's and a Napier.

Byfleet Plate (10 miles)

1	Charles Jarrott	Lorraine-Dietrich 60 hp
=	F.Newton	Napier 45 hp
3	A.Huntley Walker	Darracq 30-40 hp

Stephenson Plate (5 miles)

1	Marquis de Mouizilly St Mars	Darracq 30-40 hp
2	A.E.Harrison	Ariel-Simplex

Brooklands Race Meeting

20th July 1907

Manx Stakes – 29.331 miles

1	T.Thornycroft	Thornycroft 22.5 hp	
2	N.Littlejohn	Vinot 27.3 hp	out of petrol
R	F.C.Baisley	Gladiator 22.4 hp	7 laps

The race was for cars which were entered in the 1907 Tourist Trophy.

Surrey Stakes – 3.279 miles

1	H.C.Tryon	Napier 38.4 hp
2	G.Ison	Daimler 41.9 hp
3	G.Hinds Howell	Iris 40 hp
	Captain W.E.D.Owen	Junior 41.9 hp
	A.Farnell	Daimler 41.9 hp
	D.Jameson	Isotta Fraschini 41.9 hp
	Charles Jarrott	Lorraine-Dietrich 41.9 hp
	G.W.Goldsmith	Weigel 41.9 hp
	P.Martin	Daimler 41.9 hp
	A.Huntley Walker	Darracq 41.9 hp
	L.Aspinall	Minerva 41.9 hp

Century Stakes – 19.586 miles

1	F.Newton	Napier 41.9 hp	
2	A.Huntley Walker	Darracq 55.8 hp	
3	J.Hissey	Charron 48.6 hp	
	G.E.Taylor	Gobron-Brillie 51.8 hp	
	C.Sangster	Ariel-Simplex 57.6 hp	
R	Charles Jarrott	Lorraine-Dietrich 52.9 hp	car broke on startline

When pulling up after the race, Huntley Walker's car broke one of its brakes and unable to slow down went down the bank at the end of the finishing incline.

Match Race – 3.279 miles

1	C.Sangster	Ariel-Simplex 30 hp	
2	F.Coleman	White Steamer 30 hp	blew safety valve

Weybridge Stakes – 14.15 miles

1	J.E.Hutton	Mercedes 75.9 hp	
2	F.R.Fry	Mercedes 75.9 hp	+0.5 mile
3	A.Huntley Walker	Darracq 80.4 hp	
	H.R.Pope	Itala 84.9 hp	

	Baron Turckheim	Lorraine-Dietrich 80.4 hp

Hollick Selling Plate – 8.715 miles

1	A.Huntley Walker	Darracq 34 hp
2	C.Grahame White	Minerva 27.9 hp
3	R.Redwood	Thornycroft 32.4 hp
	Captain W.E.D.Owen	Aries 27.3 hp
		Straker-Squire 30 hp
	H.Hermon	Minerca 27.9 hp
	A.Huntley Walker	Darracq 41.9 hp
	S.Saunderson	Brasier 31.1 hp
	D.Jamieson	Isotta-Fraschini 41.8 hp

Brooklands Race Meeting

5th August 1907

International Plate – 8.75 miles

1	F.Newton	Napier 40.9 hp
2	Gabriel	Lorraine-Dietrich 52.9 hp
3	T.Thornycroft	Thornycroft 48.6 hp
4	D.Citroen	Minerva 52.1 hp
5	D.Jameson	Spa 51.1 hp
	E.Herrington	Ariel-Simplex 47.2 hp

There were nine starters.

White Steam Car Plate – 6 miles

1	G.Holloway	White Steamer 30 hp
2	F.Corks	White Steamer 30 hp
3	Sir John Murray	White Steamer 30 hp

There were eight entries, of which six started.

Heath Stakes – 2.125 miles

1	J.E.Hutton	Mercedes 75.9 hp
2	A.Huntley Walker	Darracq 71.6 hp
3	Cecil Edge	Napier 60 hp

Belgium Plate – 11.375 miles

1	H.C.Tryon	Napier 60 hp
2	Cecil Edge	Napier 60 hp
3	H.Porlier	Minerva 52.1 hp

There were seven starters.

Oaklands Selling Plate – 0.375 miles, for cars to be sold at £100

1	S.F.Edge	Napier 38.4 hp
2	Charles Jarrott	Sizaire 8.9 hp
3	H.B.Barker	Darracq 10 hp

There were seven starters.

Prix de la France – 15.25 miles

1	Dario Resta	Mercedes 75.9 hp
2	J.E.Hutton	Mercedes 75.9 hp
3	H.C.Tryon	Napier 60 hp

Resta finished 50 yards ahead of Hutton, who was a similar distance ahead of Tryon. As he entered the fork for the final time, Hutton's water pipe burst, the accelerator pedal broke, one of the tyres became worn, and the car lost its bonnet. There were eleven starters.

Walton Stakes

1	J.T.C.Moore-Brabazon	Minerva
2	A.Huntley Walker	Darracq
3	D.Citroen	Minerva

There were ten starters.

Brooklands Race Meeting

14th September 1907

First 26 hp Race – 2.5 miles

1	H.E.Hall	Germain 21 hp
2	J.S.Napier	Arrol-Johnston 25.6 hp
3	W.G.Tuck	Humber 25.6 hp
4	Tom Thornycroft	Thornycroft

First 40 hp Race – 2.125 miles

1	H.C.Tryon	Napier 38.4 hp
2	A.Clifford-Earp	Iris 40 hp
3	A.Huntley-Walker	Darracq 35.7 hp

First 90 hp Race – 5 miles

1	Drabble	Mercedes
2	Dario Resta	Mercedes
3	J.E.Hutton	Mercedes
NS		Darracq

Hutton finished in second position, but an objection was raised as Hutton's car hadn't been weighed before the start. The objection was not maintained, but Hutton surrendered his place anyway.

5 mile Handicap Sweepstakes

1	F.Newton	Napier 50 hp	*scratch*
2	Lt-Col.C.D.Carleton-Smith	Napier 38.4 hp	*738 yards handicap*
3	A.Huntley-Walker	Darracq 35.7 hp	*927 yards handicap*
	J.E.Hutton	Berliet 60 hp	*76 yards handicap*
	H.Du Cros	Mercedes 60 hp	*76 yards handicap*
	R.Hennessy	Berliet 60 hp	*76 yards handicap*
	Tom Thornycoft	Thornycroft 45 hp	*76 yards handicap*
	Corry Hurford	Mercedes 60 hp	*76 yards handicap*
	L.Carle	Mors 50 hp	*87.3 yards handicap*
	Oscar Cupper	Metallurgique 50 hp	*98 yards handicap*
	F.Guy Lewis	Peugeot 30 hp	*481 yards handicap*
	H.MacConnell	Rapid	*481 yards handicap*
	G.Hinds Howell	Iris 35 hp	*618 yards handicap*
	E.Williams	Martini 40 hp	*659 yards handicap*
	W.Phillips	Humber 29 hp	*750 yards handicap*
	Hon Lyndhurst Bruce	Darracq 40 hp	*761 yards handicap*
	G.F.Heath	Minerva 24	*1565 yards handicap*

Match Race

1	Sir Ralph Gore	Mercedes 75.9 hp
2	Guy F.Lewin	Hotchkiss 80.3 hp

First 60 hp Race

1	F.Newton	Napier 60 ho
2	Oscar Cupper	Metallurgique 48.3 hp
3	A.Huntley-Walker	Darracq
4		Minerva
5	Harmon	Minerva

On passing the finishing line, Harmon's Minerva turned a complete somersault down the embankment having braked hard to avoid a slower car and then having swerved to avoid going over the top of the bank. The car was destroyed.

Mercedes Handicap – 3.5 miles

1	R.G.Drabble	Mercedes 75.9 hp	*367 yards handicap*
2	J.E.Hutton	Mercedes 75.9 hp	*337 yards handicap*
3	F.Newton	Napier 94 hp	*scratch*

Autumn Brooklands Race Meeting

12th October 1907

Medium Handicap Sweepstakes – 5 miles

1	Oscar Cupper	Metallurgique 48.3 hp	*259 yards handicap*
2	C.Duplus	Pipe 48.6 hp	
3	A.Huntley-Walker	Darracq 41.9 hp	*925 yards handicap*
4	H.C.Tryon	Napier 41.9 hp	*432 yards handicap*
	E.W.Lewis	Deasy 48.6 hp	*586 yards handicap*

	E.de Wilton	Ariel 45.7 hp		*644 yards handicap*
	Capt W.E.D.Owen	Junior 44.4 hp		*718 yards handicap*
	H.P.MacConnell	Rapid 41.9 hp		*1120 yds handicap*
NS	Clement Hobson	Brasier 48.6 hp	timing wheel	*scratch*

Second 26 hp Race

1	F.Newton	Napier 25.6 hp	55 mph
2	Oscar Cupper	Metallurgique 25.6 hp	
3	E.J.C.Roberts	Arrol-Johnson	
	H.E.Hall	Germain 25.6 hp	
	H.G.Nicholson	Britannia 25.6 hp	
	W.Phillip	Humber 25.6 hp	

October Handicap Sweepstakes – 5.25 miles

1	Dario Resta	Mercedes 75.9 hp	88.25 mph	*789 yards handicap*
2	F.Draper	Napier 60 hp		*1178 yards handicap*
3	C.A.Glentworth	Napier 60 hp		*1287 yards handicap*
NS	F.Newton	Napier 90 hp		

Second 60 hp Race – 3.25 miles

1	F.Newton	Napier 49.9 hp	77.25 mph
2	Oscar Cupper	Metallurgique 48.3 hp	
3	F.Draper	Napier 60 hp	
	G.Knowles	Iris 60 hp	
	E.de Wilton	Ariel 57.6 hp	
NS	Capt.Hon.D.Carleton	Napier 60 hp	

Private Stakes

1	H.C.Tryon	Napier 38.4 hp	78 mph
2	A.Clifford-Earp	Iris 40 hp	
3	R.Dennis	Dennis 35.7 hp	

Second 90 hp Race – 21 miles

1	Dario Resta	Mercedes 75.9 hp	
2	F.Guy Lewis	Hotckiss 80.3 hp	92.5 mph
3	A.C.Ball	Fiat 84.9 hp	
NS		Napier 90 hp	
NS	Warwick J.Wright	Darracq 100 hp	
NS	P.Easton	Mercedes 120 hp	

Ball mistook the last turn and did an extra lap.

Record Breaking Attempts

2nd January 1908

H.C.Tryon was attempting to break the one and two hour distance records in Selwyn F.Edge's 60 hp Napier. Starting at 12:10 pm, he burst the offside rear tyre at speed on his 14th lap, but was able to retain control of his car and change the tyre in the pits, losing only a couple of minutes. Seven laps later the tyre on the same wheel burst again while Tryon was running at the top of the track by the grandstand at around 85 mph. The car span around, slid down the track and took off, collecting two telegraph poles and some iron railings as it went. Tryon was lucky to escape with bruising to his chest.

Private Sweepstake

4th April 1908 – 21.125 miles

1	E.W.Hubbard	Siddeley 6 hp	17m14s
2	P.F.Sterling	Berliet 22 hp	
3	G.Baxendale	Thornycroft 14 hp	
	S.Saunderson	Unic 20-30	
	V.Lucas	Standard 20 hp	
	S.G.Rendel	Berliet 40 hp	
	H.M.Bond	Berliet 22 hp	
	H.F.W.Farquharson	Berliet 40 hp	
	D.Pigot	Berliet 40 hp	
	A.Lawford	Charrion 50 hp	

A trial over 3 laps was ran before the race to work out handicaps, and anyone who did 5% better in the race than in the trial was to be disqualified, to prevent sandbagging. Rain fell throughout the race.

Easter Race Meeting

18th April 1908

Spring Stakes – For cars with cylinder dimensions 81-under 91, weight 2500 lbs

1	D.Pigot	Berliet 35.7 hp	78.25 mph
2	P.D.Stirling	Berliet 35.7 hp	
3	H.F.W.Farquharson	Berliet 35.7 hp	

Sizaire et Naudin Cup – 3 miles

1	G.F.Scantlebury	Sizaire et Naudin 8-9 hp	39.5 mph
2	Baldwin S.Millard	Sizaire et Naudin 8-9 hp	
3	G.A.Schofield	Sizaire et Naudin 8-9 hp	
	Basil Gill	Sizaire et Naudin 8-9 hp	
	F.G.Linscott	Sizaire et Naudin 8-9 hp	
	B.C.Empson	Sizaire et Naudin 8-9 hp	
	G.Bayard Hynes	Sizaire et Naudin 8-9 hp	
	Colonel T.Cowper-Essex	Sizaire et Naudin 8-9 hp	
	Captain T.C.James-Trevor	Sizaire et Naudin 8-9 hp	
NS	Captain A.Horne	Sizaire et Naudin 8-9 hp	

This race was for cars manufactured by Sizaire et Naudin, with one cylinder engines of a bore of 120mm, stroke of 120mm, and a weight of 1650 lb.

Third 26 hp Race – 3 miles

1	F.Newton	Napier 25.6 hp	64.5 mph
2	J.F.Browning	Napier 25.6 hp	
3	J.W.Stocks	De Dion 25.6 hp	
	G.de Prelle de la Nippe	Germain 25.6 hp	
	C.W.A.Brown	Humber 25.6 hp	

Brooklands Cup – 5 miles

1	H.G.Nalder	Berliet 35.7 hp	*1057 yard handicap*
2	G.Russell-Miller	de la Buire 22.4 hp	*1844 yard handicap*
3	C.A.Bird	Mercedes 34.5 hp	*scratch*
	O.L.Bickford	Arrol Johnston 22.4 hp	
	A.Van Hoboken	Mercedes 37.7 hp	
	J.L.Farmiloe	Mercedes 24.8 hp	
	C.L.Woodward	Renault 24.8 hp	

For cars of a cylinder dimension of 105 or under, entered and driven by private competitors who are members of the Brooklands Automobile Racing Club, handicapped according to power.

Third 40 hp Race – 3.5 miles

1	F.Newton	Napier 39.6 hp	62.5 mph
2	F.G.Cundy	Napier 38.4 hp	
3	W.G.Tuck	Humber 38.4 hp	
	G.Iron	Daimler 38.1 hp	
	Captain G.Hinds Howell	Iris 40 hp	

II Surrey Stakes – 3 miles

1	Marquis de Mouzilly St Mar	Napier 39.6 hp	63 mph
2	F.G.Cundy	Napier 38 hp	
3	E.S.R.Thorne	Iris 40 hp	
NS	G.F.Heath	Darracq 41.9 hp	

For cars with cylinder dimension of 95-105, weight 3000 lbs.

20th April 1908

Continental Stakes – 5 miles

1	Oscar Cupper	Metallurgique 48.2 hp	78.5 mph
2	F.Draper	Napier 39.6 hp	
3	F.G.Cundy	Napier 38.4 hp	
4	A.E.Robson	Brasier 48.6 hp	
5	F.R.Goodwin	Star 43.4 hp	
NS	Corry Hurford	Mercedes 48.6 hp	

For cars with cylinder dimensions of 122 or under, weight 3000 lb.

Naval and Military Cup

1	S.Gower Browne	Gobron 47.6 hp	64.25 mph
2	J.Bullough	De Dietrich 41.9 hp	
R	Sir George Abercromby	Fiat 58.1 hp	igniter tappet
R	G.C.G.Moss	Arrol Johnston 27.2 hp	water in petrol

This race was run during a snowstorm! It was for cars to be owned and driven by commissioned officers of his Majesty's Forces on the Active List. The cars were to have a cylinder dimension of 100, and 3.5 lb was to be allowed or added for every 0.1 difference of dimensions.

Third 90 hp Race – 5.75 miles

1	F.Newton	Napier 90 hp
2	Dario Resta	Mercedes 76 hp
	F.G.Lewin	Hotchkiss 80.4 hp
	E.de Wilton	Mercedes 76 hp

The snow during the previous race made the surface exceedingly slippery for this race. The race was for cars of cylinder dimensions 225.1 or under, weight 3000 lb.

Private Handicap Sweepstakes – 5 miles

1	Clement Hobson	Brasier 48.6 hp	70.5 mph	*scratch*
2	A.Van Hoboken	Mercedes 48.6 hp		*600 yards handicap*
3	Sir George Abercromby	Fiat 48.1 hp		*scratch*
4	F.B.Lloyd	Clement-Talbot 20.1 hp		*1.125 mile handicap*

Tyre Change Plate – 3.33 miles

1	D.Newton	Napier 25.6 hp	30.5 mph
2	A.J.Bates	Ford 22.5 hp	
3	J.W.Stocks	De Dion 25.6 hp	
4	E.A.Anthony	Ford 22.5 hp	

The cars had to stop 100 yards from the finish and change the tyre of the right back wheel with the spare tyre carried – detachable rims and wheels were barred.

May Race Meeting

9th May 1908

All-Comers' Handicap Sweepstakes – 7.75 miles

1	E.A.Anthony	Ford 22.5 hp	*7116 yard handicap*
2	H.A.Bate	Ford 22.5 hp	*7116 yard handicap*
3	Baldwin S.Millard	Sizaire et Naudin 8.9 hp	

There were 21 entries, and 19 starters.

Fourth 26 hp Race – 3 miles

1	J.W.Stocks	De Dion 25.6 hp	
2		Napier 25.6 hp	
NS		Metallurgique 25.6 hp	withdrew

Handicap Touring Race – 8.5 miles

1	O.S.Thompson	Wolseley 8.1 hp	*8408 yard handicap*
2		Nagant-Hobson	*2335 yard handicap*
		Sizaire et Naudin	

The race was for cars fitted with standard open touring bodies. There were six entrants.

May Cup – 5 miles

1	P.D.Stirling	Berliet 35.7 hp	*1214 yard handicap*
2	Clement Hobson	Nagant-Hobson 27.9 hp	*2870 yard handicap*
3	G.C.G.Moss	Arrol Johnston 27.2 hp	*3126 yard handicap*
	J.Bullough	Junior	
	O.S.Thompson	Austin	

The race was a handicap for cars entered and driven by competitors of the Brooklands Automobile Racing Club. There were 17 entries, and 13 starters.

Limit Sweepstake – 7.75 miles

1	D.Pigot	Berliet 35.7 hp
2	P.D.Stirling	Berliet 35.7 hp
3	A.Van Hoboken	Mercedes 71.7 hp

The distance was not told to the competitors until the start, and any car exceeding 60 mph was to be disqualified.

Fourth 90 hp Race – 5.75 miles

1	Dario Resta	Mercedes 76 hp
2	F.Newton	Napier 90 hp
3	C.Lane	Darracq 89.5 hp

Match Race – 5 miles

1	H.G.Nalder	Berliet 35.7 hp
2	O.S.Thompson	Austin 36.1 hp

Fourth 40 hp Race – 18.375 miles

1	F.Draper	Napier 39.6 hp
2	F.G.Cundy	Napier 33.4 hp
3	W.G.Tuck	Humber 38.4 hp

Whitsun Race Meeting

6th June 1908

II All-Comers' Handicap Sweepstakes – 5.5 miles

1	P.D.Stirling	Berliet 35.7 hp	71.25mph	*1m10s handicap*
2	E.de Wilton	Mercedes 76 hp		*12s handicap*
3	H.G.Nalder	Berliet		
		De la Buire		
	Dario Resta	Mercedes 76 hp		*scratch*

There were 13 entrants, of whom 10 started.

II Limit Sweepstake

Heat 1

DQ	J.W.Stocks	De Dion	too fast – was 1st
DQ	E.de Wilton	Mercedes 76 hp	too fast – was 2nd
DQ	W.Oates	Clement 22.4 hp	too fast – was 3rd
1	Sir George Abercromby	Fiat	49.25 mph
2	Clement Hobson	Nagant-Hobson	
3	H.G.Nalder	Berliet	

Heat 2

DQ	G.C.G.Moss	Arrol-Johnston 27.2 hp	too fast – was 1st
1	J.Keele	Weigel 41.9 hp	49.5 mph
2	Sir Duncan Hay	Daimler 41.9 hp	
3	D.Pigot	Berliet 35.7 hp	
	Baldwin S.Millard	Sizaire et Naudin 8.9 hp	
	J.L.Poole	Buick 22.5 hp	
	J.Keele	Darracq 53.6 hp	
	J.E.Hutton	Hutton 25.6 hp	

Final

DQ	D.Pigot	Berliet 35.7 hp	too fast – was 1st
DQ	Clement Hobson	Nagant-Hobson	too fast – was 2nd
DQ	H.G.Nalder	Berliet	too fast – was 3rd
1	Sir George Abercromby	Fiat	50 mph
2	J.Keele	Weigel 41.9 hp	
3	Sir Duncan Hay	Daimler 41.9 hp	

There were 15 entrants, and the race was run in two heats and a final. There was a speed limit of 50 mph, and anyone who exceeded it was disqualified – 7 drivers were disqualified. There were nine cars in the final.

26 hp Match Race

1	Selwyn F.Edge	Napier "Firefly"	78.75 mph
2	Oscar Cupper	Metallurgique	-0.5 miles

Cupper's car suffered from a burnt magneto.

40 hp Match Race

1	Selwyn F.Edge	Napier	85 mph
R	Oscar Cupper	Metallurgique	4 laps

Fifth 90 hp Race – 5 miles

1	F.Newton	Napier "Meteor"	91 mph
2	Dario Resta	Mercedes 76 hp	

3	C.Lane	Darracq 89.5 hp		

7th June 1908

President's Cup – Heat 1, 5.5 miles (Handicap)

1	G.Bliss	Vinot 41 hp	50 mph	
2	Sir Duncan Hay	Daimler 41.9 hp		*1m07s handicap*
3	T.Faulkner	Mercedes 24.8 hp		
	Colonel T.Cowper Essex	Sizaire et Naudin 8.9 hp		*2m44s handicap*
		De la Buire 22.4 hp		

President's Cup – Heat 2, 5.5 miles (Handicap)

1	O.S.Thompson	Austin 38.1 hp	71 mph	
2	H.G.Nalder	Berliet 35.7 hp		
3	G.Duveen	Mercedes 34.5 hp		
	Clement Hobson	Nagant-Hobson 27.9 hp		*1m05s handicap*
	A.Van Hoboken	Mercedes 71.7 hp		*0m02s handicap*
	Captain J.C.Tattersall	Metallurgique 25.8 hp		*1m03s handicap*
NS	Clement Hobson	Brazier 48.6 hp	withdrawn	*scratch*

President's Cup – Final, 5.5 miles (Handicap)

1	H.G.Nalder	Berliet 35.7 hp
2	G.Bliss	Vinot 41 hp
3	G.C.G.Moss	

The top 5 from each heat went through to the final.

90 hp Match Race – 27.25 miles

1	D'Arcy Baker	Fiat "Mephistopheles"	94.75 mph
2	Selwyn F.Edge	Napier "Samson"	seized engine bearing

Fifth 26 hp Race – 16.75 miles

1	F.Newton	Napier "Firefly"	75.5 mph
2	Oscar Cupper	Metallurgique 25.6 hp	
3	J.Blackburn	Napier "Medusa"	
	J.W.Stocks	De Dion 25.6 hp	
	J.E.Hutton	Hutton 25.6 hp	

Household Brigade Cup

1	G.C.G.Moss	Arrol-Johnston 27.3 hp	(Grenadier Guards)	*1m06s handicap*
2	J.Bullough	Junior 44.5 hp	(Coldstream Guards)	*0m02s handicap*
3	T.B.Clutterbuck	Fiat 35.7 hp	(Coldstream Guards)	*0m42s handicap*
	Sir George Abercromby	Fiat 58.1 hp	(Scots Guards)	*scratch*
	D.C.Bingham	Sizaire et Naudin 8-9 hp	(Coldstream Guards)	*2m30s handicap*

This race was a handicap for officers of the Household Brigade. Winning speed was 54 mph.

Training Plate

1	Dario Resta	Austin
2	Warwick J.Bright	Austin
3	J.T.C.Moore-Brabazon	Austin

The competitors had to complete two miles at race speed, change two tyres, and complete another two miles.

July Race Meeting

4th July 1908

III All-Comer's Handicap Sweepstakes

Heat 1 – 5.75 miles

1	Sir George Abercromby	Fiat 58.1 hp	*1m22s handicap*
2	T.Faulkner	Mercedes 24 hp	*2m18s handicap*
3	A.F.King	Mass 30 hp	*1m10s handicap*
4	O.S.Thompson	Austin "Popple"	*1m28s handicap*
5	G.C.G.Moss	Arrol-Johnston "Guarded Flame"	*1m46s handicap*
6	Oscar Cupper	Metallurgique "Gollywog"	*0m18s handicap*
	Clement Hobson	Brasier 48.6 hp	*0m44s handicap*
	Hon. Lyndhurst Bruco	De Dietrich 48.6 hp	*0m54s handicap*
	W.Oates	Clement 22.4 hp	*1m50s handicap*
	G.Hobson	Nagant-Hobson 27.9 hp	*1m52s handicap*

	Hon. Walter Lindsay	Miniature Standard 12.2 hp	*2m58s handicap*

Heat 2 – 5.75 miles

1	J.Keele	Weigel 41.9 hp	*1m26s handicap*
2	H.G.Nalder	Berliet "Grayling"	*0m46s handicap*
3	Sir Duncan Hay	Daimler 41.9 hp	*1m32s handicap*
	G.R.S.Darroch	Darracq 71.7 hp	*scratch*
	L.G.Hornstedt	Duplex 56.7 hp	*0m14s handicap*
	D.Pigot	Berliet 35.7 hp	*0m58s handicap*
	A.Gale	Westinghouse 35.7 hp	*1m10s handicap*
	G.P.Bliss	Vinot 41 hp	*1m23s handicap*
	H.Taylor	Clement Talbot 20.1 hp	*2m04s handicap*
	J.Keele	"Belsize" 19.6 hp	*2m22s handicap*
	J.Reynold Jackson	Jackson 6.2 hp	*4m04s handicap*

Final – 5.75 miles

1	Sir George Abercromby	Fiat 58.1 hp
2	J.Keele	Weigel 41.9 hp
3	T.Faulkner	Mercedes 24 hp

The top six from each heat competed in the final.

July Trophy Handicap

Heat 1

1	I.Bullough	Junior 48.6 hp	*0m11s handicap*
2	Sir George Abercromby	Fiat 58.1 hp	*0m33s handicap*
3	Sir Duncan Hay	Daimler 41.9 hp	*0m42s handicap*
	Clement Hobson	Brasier 48.6 hp	*scratch*
	G.Russell Miller	De la Buire 22.4 hp	*1m16s handicap*
	Lennox Holman	Sunbeam 15.9 hp	*1m38s handicap*

Heat 2

1	T.Faulkner	Mercedes 24.8 hp	*1m32s handicap*
2	O.S.Thompson	Austin "Popple"	*0m38s handicap*
3	G.P.Bliss	Vinot 41 hp	*0m33s handicap*
4	G.C.G.Moss		
	H.G.Nalder	Berliet "Grayling"	*0m02s handicap*
	G.Hobson	Nagant Hobson 27.9 hp	*0m59s handicap*
	Ralph Creyke	Sizaire et Naudin	*2m30s handicap*

Final

1	T.Faulkner	Mercedes 24.8 hp
2	O.S.Thompson	Austin "Popple"
3	Sir George Abercromby	Fiat 58.1 hp

There were seven cars in the final.

Ladies' Bracelet Handicap

1	Miss Muriel Thompson	Austin "Popple"	50 mph	*0m03s handicap*
2	Mrs Locke-King	Itala "Bambo"		*scratch*
3	Miss Christabel Ellis	Arrol-Johnston "Guarded Flame"		*0m12s handicap*
	Miss N.Ridge-Jones	Sunbeam 17.5 hp		*0m37s handicap*
	Mrs J.Roland Hewitt	De Dion 6.4 hp		*1m45s handicap*
NS	Mrs Ada Billing	Mass 22.4 hp		*0m14s handicap*
NS	Lady Muriel Gore Brown	Humber 22.5 hp		*0m33s handicap*

Match Race – 10.5 miles

1	J.W.Stocks	De Dion 25.6 hp	71 mph
2	Selwyn F.Edge	Napier "Firefly"	

August Race Meeting

1st August 1908

IV All-Comers' Handicap Sweepstake

Heat 1 – 5.75 miles

1	A.E.Robson	Nagant-Hobson 27.9 hp	*2m06s handicap*
2	C.A.Bird	Mercedes 34.5 hp	*1m34s handicap*
3	Sir George Abercromby	Fiat 58.1 hp	*1m04s handicap*
4	M.L.Braithwaite	West 17.5 hp	*2m50s handicap*

Heat 2 – 5.75 miles

1	Charles Jarrott	Sizaire et Naudin 5.2 hp	*4m24s handicap*
2	H.Taylor	Clement-Talbot 20.1 hp	*2m24s handicap*
3	A.Godwin Smith	Certus 22.4 hp	*2m36s handicap*
4	G.C.Celmore	Humber 14.7 hp	*3m06s handicap*

Heat 3 – 5.75 miles

1	J.E.Hutton	Little Dorrit	*0m42s handicap*
2	E.M.Thornton	Ford 22.5 hp	*2m30s handicap*
3	O.S.Thompson	Austin "Pobble"	*1m26s handicap*
4	G.A.Phillips	Humber 19.6 hp	*2m05s handicap*

Final – 5.75 miles

1	Charles Jarrott	Sizaire et Naudin 5.2 hp	
2	A.E.Robson	Nagant-Hobson 27.9 hp	-1 mile
3	J.E.Hutton	Little Dorrit	
4	G.A.Phillips	Humber 19.6 hp	

There were 35 entrants in the event. The first four from the heats went through to the final.

II Montagu Cup

1	Frank Newton	Napier "Samson"	101.5 mph
2	C.Lane	Mercedes 76 hp	
3	Dario Resta	Mercedes 60 hp	
	H.Pyine	Mercedes 59.6 hp	
	J.E.Hutton	Mercedes 76 hp	
	D.Pigot	Darracq "Dalilah"	

Merit Trophy – 5.75 miles

1	G.F.Scantlebury	Sizaire et Naudin 8-9 hp	*3m21s handicap*
2	H.G.Nalder	Berliet "Grayling"	*0m42s handicap*
3	Clement Hobson	Nagant-Hobson 27.9 hp	*1m06s handicap*
	A.Bolton	Ariel 59.6 hp	*scratch*
	A.H.Moreing	Daimler "Billy"	*0m37s handicap*
	G.S.Thompson	Austin "Pobble"	*0m41s handicap*
	G.E.Davean	Mercedes 34.5 hp	*0m45s handicap*
	C.A.Bird	Mercedes 34.5 hp	*0m45s handicap*
	G.C.G.Moss	Arrol-Johnston "Guarded Flame"	*1m08s handicap*
	P.D.Stirling	Hutton "Dolly Vardon"	*1m13s handicap*
	G.H.Levick	Napier "Perrier"	*1m13s handicap*
	T.Faulkner	Mercedes 24.8 hp	*1m17s handicap*
	Lt H.C.Halsham	Dennis "Autoinette"	*1m55s handicap*

Journalists' Handicap

1	J.Flantau	Belsize 19.6 hp	Daily Mail	*0m18s handicap*
2	W.Whittall	Rover 8 hp	Motor World	*1m31s handicap*
3	C.J.Bertelli	OTAV 7.5 hp	La Nazione	*1m31s handicap*
	J.Owen	Thornycroft 25.6 hp	Westminster Gazette	*scratch*
	R.V.Beveridge	Sizaire 8-9 hp	The Queen	*1m24s handicap*
	E.Gray	Porter Lindsay 8.5 hp	The Sphere	*1m24s handicap*

2nd August 1908

August Trophy, Handicap, 5 miles

Heat 1

1	Clement Hobson	Nagant-Hobson 27.9 hp	*1m16s handicap*
2	Sir George Abercromby	Fiat 58.1 hp	*0m20s handicap*
3	O.S.Thompson	Austin "Pobble"	*0m42s handicap*
4	A.H.Moreing	Daimler "Billy"	*0m51s handicap*
	G.H.Levick	Napier "Perrier"	*scratch*
	G.C.G.Moss	Arrol-Johnston "Guarded Flame"	*1m07s handicap*

Heat 2

1	A.Van Hoboken	Mercedes 71.7 hp	*0m20s handicap*
2	C.A.Bird	Mercedes 34.5 hp	*0m47s handicap*
3	G.E.Duveen	Mercedes 34.6 hp	*0m56s handicap*
4	W.B.R.Moorhouse	Fiat "Linda"	*0m20s handicap*
	P.D.Stirling	Hutton "Dolly Varden"	*scratch*
	H.G.Nalder	Germain "Yellow Peril"	*0m27s handicap*
	T.Faulkner	Mercedes 24.8 hp	*1m09s handicap*
	W.Whiteway	Calthorpe 21.4 hp	*1m33s handicap*

H.Agar	Leader 17.5 hp	*1m57s handicap*
G.F.Scantlebury	Sizaire et Naudin 8.9 hp	*2m45s handicap*

Final

1 Clement Hobson	Nagant-Hobson 27.9 hp	
2 A.Van Hoboken	Mercedes 71.7 hp	
3 A.H.Moreing	Daimler "Billy"	

This was for members of the Brooklands Automobile Racing Club. The top five from each heat went through to the final.

Ladies Match Race, Handicap – 3 miles

1 Miss Muriel Thompson	Austin "Pobble"	
2 Miss Christabel Ellis	Arrol-Johnston "Guarded Flame"	*0m09s handicap*

II O'Gorman Trophy – 100 miles

1 Frank Newton	Napier 60 hp	98.5 mph
R J.E.Hutton	Hutton "Little Dorrit"	
R E.W.Lewis	Deasy 67.5 hp	
R D.Pigot	Darracq "Delilah"	
R R.C.Lane	Mercedes 76 hp	25 laps/crash/mechanic killed
R J.G.Reynolds	Napier 59.2 hp	25 laps/burst tyre

Lane swerved when trying to pass Little Dorrit on the 26th lap, and hit the bridge. The car was thrown over the embankment on to the grass, the engine detaching from the chassis. Lane and his mechanic William Burke were also thrown several feet from the car, Burke suffering fatal injuries, while Lane only suffered bruising. The car caught fire and was destroyed – it gad been travelling at just over 110 mph at the time of the accident. J.G.Reynolds also went over the embankment during the race, but without injury.

Match Race

Selwyn F.Edge	Napier
Charles Jarrott	

This was called off after the fatal accident in the O'Gorman Trophy. S.F.Edge had initially not wanted to compete due to the death of his cousin Cecil Edge.

There was a degree of outcry following the fatal accident, with former competitor Harvey du Cros writing the following letter to The Times of London, which was published on the 5th August:
"Sir, Will you allow me to protest as earnestly as a human being can against such automobile racing as resulted in the deplorable disasters at Brooklands on Monday, and to invoke your powerful aid for its suppression?
It is argued that these contests are for the advantage of the industries they employ. I unhesitatingly declare that they are to their disadvantage.
If racing must be indulged in, excellent results and useful developments can be obtained from the employment of cars of normal power, and within reasonable limits good sport may be shown; but the use of abnormal cars, which would not be permitted to develop on our highways, and which are unfit for the use of sane persons, serves neither sport not knowledge, and the development of such cars is not only outside the laws of safety, but is against the instincts of humanity.
Yours faithfully, Harvey du Cros, 14 Regent Street, London, SW, August 4th."
It is interesting to contrast this with coverage in The Times after the 1903 Paris-Madrid race. After that, The Times editorial was strongly against motorsport, and didn't require prompting from its readership. Here, although the letter was published, there was no other reaction. Perhaps attitudes to death had changed? On the other hand, the Paris-Madrid race involved racing on the open roads and death to spectators, whereas here the only death was that of the participant, and it was on a purpose built circuit.

September Race Meeting

12th September 1908

Cancelled due to insufficient entries.

October Race Meeting

3rd October 1908

Large October Sweepstakes

1 W.Jochems	Mercedes 48.6 hp	59.5 mph
2 O.S.Thompson	Austin "Pobble" 36.1 hp	

3	H.G.Nalder	Berliet "Grayling" 35.7 hp		

V All-Comers' Handicap Sweepstakes - 5.75 miles

Heat 1 - 5.75 miles

1	H.P.Martin	MAB 38.1 hp	45 mph	*1m24s handicap*
2	Dario Resta	Mercedes 59.6 hp		*scratch*
3	Clement Hobson	Nagant-Hobson 27.9 hp		*1m30s handicap*
4	Hon.H.L.Bruce	De Dietrich 48.6 hp		*1m14s handicap*
	J.Bouch-Hiasey	Aster "Queenie" 22.4 hp		*2m04s handicap*
	G.C.Colmore	Beeston-Humber 14.7 hp		*2m54s handicap*
	R.Lascelles	Varsity 5 hp		*5m28s handicap*

Heat 2 - 5.75 miles

1	W.Jochems	Mercedes 48.6 hp	46 mph	*1m32s handicap*
2	O.S.Thompson	Austin "Pobble" 36.1 hp		*1m30s handicap*
3	Fedden	Straker-Squire 18.8 hp		*2m32s handicap*
4	Artrex	Beeston-Humber 25.6 hp		*1m56s handicap*
	Clement Hobson	Brasier 48.6 hp		*1m00s handicap*
	C.E.Whittaker	"Imperia Ions" 27.9 hp		*1m38s handicap*
	H.G.Nalder	Germain "Yellow Peril" 30 hp		*1m40s handicap*
	Ralph Creyke	Sizaire et Naudin 8.9 hp		*3m55s handicap*
	R.Lascelles	Varsity 5 hp		*5m28s handicap*

Final - 5.75 miles

1	W.Jochems	Mercedes 48.6 hp	70 mph
2	Fedden	Straker-Squire 18.8 hp	
3	O.S.Thompson	Austin "Pobble" 36.1 hp	
4	Dario Resta	Mercedes 59.6 hp	

The first four from the heats went through to the final.

Autumn Handicap - 5.75 miles

1	A.Van Hoboken	Mercedes 35.7 hp	49 mph	*1m13s handicap*
2	C.A.Bird	Mercedes 34.5 hp		*0m40s handicap*
3	O.S.Thompson	Austin "Pobble" 48.6 hp		*0m26s handicap*
	Clement Hobson	Brasier 48.6 hp		*scratch*
	Ralph Creyke	Sizaire et Naudin 8.9 hp		*2m34s handicap*

There were six entrants, and five starters.

Record Attempts

30th October 1908

Frank Newton, driving a 60 hp Napier and a 90 hp Napier, attempted to break the short distance records for two classes. He covered half a mile at 107 mph in the 60 hp Napier, and 114.98 mph (15.655s) in the 90 hp Napier. This was close to the record.

Record Attempts

18th November 1908

Frank Newton tried again, but the Napier 60 hp broke its crankshaft on the Byfleet Banking. Due to the wind, Newton obtained permission to run around the track in the reverse direction, so that this time he had a tail wind for his record attempt with the 90 hp Napier. On his second run he achieved a time of 15.083s (119.34 mph), a new record.

Easter Race Meeting

10th-12th April 1909

10th April: Easter Junior Handicap - 3 miles

1	Roy Fedden	Straker-Squire	59.75 mph,	*5s handicap*
2	A.Griffiths	Humber		*3s handicap*
3	R.Selz	Vauxhall		*scratch*
		Delage		

There were seven starters.

10th April: Weybridge Cup – 3 miles

1	H.G.Nalder	Berliet "Grayling"	62 mph
2	P.D.Stirling	Berliet	
3	S.Green	Austin "Pobble"	

For cars of an RAC rating of 37 or under, the stroke of which does not exceed 5.55 inches (141 mm), weight 2400 lb.

10th April: Easter Private Competitors' Senior Handicap – 5.75 miles

1	A.W.Tate	Mercedes	*scratch*
2	O.S.Thompson	Austin "Pobble"	*1m12s handicap*
3	W.B.B.Moorhouse	FIAT "Linda"	*1m00s handicap*

There were nine competitors. The race as for cars with an RAC rating of 25 hp and over, to be entered and driven by private competitors of the Brooklands Automobile Racing Club.

12th April: II Sizaire et Naudin Cup – 0.5 miles

1	R.A.Hart	Sizaire et Naudin	36.5 mph
2	W.H.Milburn	Sizaire et Naudin	
3	B.S.Millard	Sizaire et Naudin	

Race was for cars manufactured by Sizaire et Naudin, with one cylinder engines of 120mm bore and 130mm stroke, weight 1800 lb. Hart and Milburn finished in a dead heat, so a run-off was held after the fifth race of the day. Milburn failed to get started and Hart won easily.

12th April: Easter Senior Handicap – 5.75 miles

1	A.W.Tate	Mercedes	68 mph	*0m10s handicap*
2	W.V.Jolley	De Dion		*1m02s handicap*
3	A.Baker White	Napier		
	A.E.Robson	Brasier		
	P.D.Stirling	Berliet		*1m04s handicap*
	H.G.Nalder	Berliet "Grayling"		*1m06s handicap*
	W.B.R.Moorhouse	Fiat "Linda"		*1m00s handicap*
	H.Burton Tate	Mercedes "Lancashire Rose"		*0m32s handicap*
	Sir G.Abercromby	Crossley		*1m14s handicap*
	Hon.Lyndhurst Bruce	De Dietrich		*1m16s handicap*
	E.H.Turnbull	Mercedes		*1m16s handicap*
	Stewart Gore Brown	Piccard Pictet		*1m22s handicap*

After passing the finishing post, the Napier span around twice after the driver applied brakes on the wet track.

12th April: Brooklands Open Four-Inch Race – 5.75 miles

1	W.V.Jolley	De Dion	68.5 mph
2	G.Vidler	Darracq	
3	C.A.Bird	Humber	
4		Arrol-Johnson	
5		Piccard-Pictet	

12th April: Obstacle Race

1	B.S.Millard	Sizaire et Naudin
2	A.R.V.Garnett	Straker Squire
3	V.V.D.Hewitt	White and Poffe

Whitsun Meeting

29th-31st May 1909

29th May: Regent Cup – 8.5 miles

1	W.L.Stewart	Lancia	62 mph
2	R.Selz	Vauxhall	

For cars of 23 RAC rating or under, the stroke of which does not exceed 121mm, weight 1900 lb.

29th May: Whitsun Junior Private Competitors' Handicap – 5.5 miles

1	R.Sciz	Vauxhall	60.75 mph	*0m12s handicap*
2	J.L.Farmiloe	Mercedes		*0m48s handicap*
3	W.H.Milburn	Sizaire et Naudin		*2m00s handicap*

There were 13 entries, of which 12 started. For cars with an RAC rating of 25 and under, to be entered and driven by private competitors of the Brooklands Automobile Racing Club.

29th May: Match Race – 11 miles

1	W.H.Cox	Maudslay	11m16.9, 58.5 mph

2 Leo L.Ralli	Hotchkiss	11m51	

Match race was for a 200 sovereign stake.

29th May: II Naval and Military Cup – 5.5 miles

DQ Stewart Gore Browne	Rochet Schneider	38.5 mph	*3m46s handicap*
1 G.B.Hynes	Sizaire et Naudin		*4m42s handicap*
2 Col.Thomas Cowper-Essex	Daimler		*0m37s handicap*
3 Sir George W.Abercromby	Napier		*scratch*

Gore Browne's Rochet Schneider had completed its first lap before the Napier had even started, and reached the finishing line before the next car had entered the straight. After being announced as the winner, the Rochet Schneider was disqualified on the grounds that it had exceeded the margin of excess allowed on the declared speed which governed the handicapping.

29th May: I Jackson Cup – 2.5 miles

1 C.A.Macrae	Jackson	38.25 mph	*36s handicap*
2 S.Hunt	Jackson		*36s handicap*
3 R.Reynold	Jackson		*scratch*

Nine competitors started. The competition was for Jackson number 8 cars with single cylinder engines of 100mm bore and stroke of 120mm, 130mm or 160mm. The winning car had a bore of 130mm, and the scratch car 160mm.

29th May: May Senior Handicap – 11.25 miles

1 R.F.Crossman	Lancia	10m14, 66 mph	*4m20s handicap*
2 S.A.Gibbon	Iris	10m29	*2m08s handicap*
3 R.Selz	Vauxhall		*4m00s handicap*
Lt.H.J.D.Astley	Mercedes		*scratch*

For cars with an RAC rating of 18 or over. Astley would have finished 5th if he had not miscounted the number of laps.

31st May: May Junior Handicap – 5.25 miles

1 R.Selz	Vauxhall		*0m02s handicap*
2 W.L.Stewart	Lancia		*0m12s handicap*
3 R.Reynold	Jackson		*0m18s handicap*

For car of RAC rating of 25 or under.

31st May: Match Race – 8.5 miles

1 P.D.Stirling	Arrol-Johnston	
R Stewart Gore Browne	Piccard Pictet	

The match was for 100 sovereigns. The match was originally between H.B.Browning (Berliet) and Oscar Thompson (Austin), but when a breakage was announced on the Berliet, two other competitors came forward.

31st May: May Four-Inch Race - 11.25 miles

1 W.V.Jolly	De Dion	71.25 mph
2 P.D.Stirling	Arrol-Johnston	
3 C.A.Bird	Beeston Humber	

For cars of RAC rating 25.6 or under.

31st May: Whitsun Senior Private Competitors' Handicap – 11.25 miles

1 R.Selz	Vauxhall	63 mph	*4m00s handicap*
2 Col.T.Cowper-Essex	Daimler		*2m44s handicap*
3 Sir George Abercromby	Napier		*1m00s handicap*

For cars with an RAC rating of 18 and over, to be entered and driven by private competitors of the Brooklands Automobile Racing Club.

31st May: III Sizaire et Naudin Cup – 0.5 miles

1 C.F.Blunt	Sizaire et Naudin	37 mph
2 D.S.Millard	Sizaire et Naudin	
3 George Spencer	Sizaire et Naudin	

31st May: Team Race – 5 miles

1 Clement Hobson	Nagant Hobson
George W.Abercromby	Napier
2 Leo L.Ralli	Hotchkiss
R.Selz	Vauxhall

31st May: Whitsun Winners' Handicap – 5.5 miles

1 C.F.Blunt	Sizaire et Naudin	30 mph	*5m45s handicap*
2 G.L.Evans	Indian (motorcycle)		*2m21s handicap*

3	R.Selz	Vauxhall		*1m51s handicap*

Summer Races

30th June 1909

Summer Handicap – 8 miles

1	G.H.Hammond	Lagonda	54.5 mph	*3m09s handicap*
2	E.Erl	De Dion "Elsa"		*3m51s handicap*
3	Sir George W.Abercromby	Napier		*scratch*

For cars with an RAC rating between (and including) 15 and 40.

Motor Club Race – 5.5 miles

1	F.R.Goodwin	Briton	52.5 mph	*1m12s handicap*
2	Henry Knox	Isotta-Fraschini "Fly-by-Night"		*scratch*
3	C.J.Campion	Dennis		

For members of the Motor Club. For unrestricted internal combustion engine cars.

Grand Prix Sweepstakes – 10.5 miles

1	F.G.Cundy	Napier	72.5 mph
2	W.E.de B.Whittaker	Weigel "Annette"	
3	P.D.Stirling	Brasier	broke down
NS	H.J.D.Astley	Napier	

For cars with an RAC rating of 60 or under.

Private Competitors' Handicap – 8 miles

1	E.Erl	De Dion "Elsa"	53.25 mph	*3m51s handicap*
2	J.L.Farmiloe	Mercedes		*3m39s handicap*
3	Sir George W.Abercromby	Napier		*scratch*

For cars with an RAC rating of between (and including) 15 and 40, entered and driven by private competitors of the Brooklands Automobile Racing Club.

Flying Kilometre and Flying Mile Record Attempt

Felice Nazzaro	Fiat	105.5 mph

This failed to beat Fred Marriott's record of 121.58 mph for the flying km and 127.6 mph for the flying mile, set at Ormond Beach. Nazzaro also failed to beat his own lap record from the previous year.

Fiat Motor-Cab Race – 4 miles

1	Harvey du Cros, Jr	Fiat	19.75 mph
2	Charles Jarrott	Fiat	
3	George du Cros	Fiat	

A scratch race for Fiat motor-cabs, to be run in London hiring trim, each carrying two passengers. The cabs were to be allotted to the drivers by ballot.

III Montagu Cup – 11 miles

1	S.R.Harbutt	Bianchi	79 mph	*3m52s handicap*
2	Hillier	Napier		*1m12s handicap*
3	Sir E.Pauncefort-Duncombe	Daimler		*3m28s handicap*

For cars with an RAC rating of 35 and over.

Berkshire, Kent and West Surrey Automobile Club Races

10th July 1909

Baby Handicap – 5 miles

1	C.Harrison	Rover	25.75 mph	*2m25s handicap*
2	O.S.Thompson	Austin		*scratch*
3	Mrs Montague	De Dion-Dennis		*3m03s handicap*

For one cylinder cars.

Kent Club Cup Handicap – 5.25 miles

1	S. a'Court	Berliet	32.5 mph	*1m03s handicap*
2	W.B.Secretan	Brooks and Woolan		*0m08s handicap*
3	E.K.Portal	De Dion		*1m23s handicap*

For cars under 16 hp, winner received the Kent club gold medal.

Junior Hill Climb Handicap

1	S.a'Court	Berliet	9.5 mph	*1s handicap*

Two other cars started but failed. The winner received a Kent club gold medal.

Herkomer Medal Handicap – 5.25 miles

1	J.F.C.Kimber	Clement-Talbot	43 mph	*4m03s handicap*
2	F.Alder	Brasier		*4m32s handicap*
3	W.E.Buttemer	Renault		*4m36s handicap*

For cars of 16 hp and over.

Inter-Club Team Trophy – 5 miles

1 Berkshire
2 West Surrey AC
3 Kent AC

Teams consisted of two cars from the club, and the driver of the first car in each team had to hand a voucher to his partner after covering the circuit. The winning club received a Challenge Cup. The Berkshire team consisted of A.R.V.Garnett's Straker-Squire and Miss Thompson's Austin. The West Surrey AC team consisted of J.F.C.Kimber's Clement-Talbot and R.W.Buttemer's Renault. The Kent AC team consisted of A.G.Paterson's Mass and H.F.Hobson's Stella.

Senior Hill Climb Championship

1	J.F.C.Kimber	Clement-Talbot		*24s handicap*
2	E.P.Stephen	Iris		*scratch*
3	A.C.Clarke	SCAT		*78s handicap*

August Races

1st August 1909

August Senior Handicap, Heat 1 – 8.5 miles

1	O.S.Thompson	Austin "Pobble"	66.5 mph	*2m07s handicap*
2	G.H.Hammond	Lagonda		*2m48s handicap*
3	J.H.Pearson	Standard		*3m06s handicap*

For cars with an RAC rating of 18 and over

August Senior Handicap, Heat 2 – 8.5 miles

1	Sir George W.Abercromby	Napier	84 mph	*0m42s handicap*
2	G.L.Paton	Lancia		*3m18s handicap*
3	G.C.Colmore	Darracq		*2m03s handicap*

August Senior Handicap, Final – 8.5 miles

1	O.S.Thompson	Austin "Pobble"	69.75 mph	*2m07s handicap*
2	Sir George W.Abercromby	Napier		*0m42s handicap*
3	G.L.Paton	Lancia		*3m18s handicap*
18	A.Baker-White	Napier	ret/disconnected	

II Grand Prix Race – 10 miles

1	H.J.D.Astley	Napier	86.25 mph
2	W.E.de B.Whittaker	Weigel Annette	
R	E.Loder	Itala	2 laps

For cars with an RAC rating of 60 or under.

II O'Gorman Trophy – 28 miles

1	A.J.Hancock	Vauxhall 16/20 hp	70.75 mph
2	Percy C.Kidner	Vauxhall 16/20 hp	
3	Roy Fedden	Straker-Squire	

For cars with an RAC rating of 21 and under, and a stroke not exceeding 121mm. There were eight entrants.

August Winners' Handicap – 5.5 miles

1	G.Lee Evans	Indian (motorcycle)	60.75 mph	*1m46s handicap*
2	H.J.D.Astley	Napier		*scratch*
3	Percy C.Kidner	Vauxhall 16/20		*1m12s handicap*

Open to all winners at the meeting except the winner of the O'Gorman Trophy. There were four starters.

Autumn Races

October Junior Handicap – 5.5 miles

1	H.J.Stanton	De Dion	42 mph	*3m10s handicap*
2	R.F.Crossman	Sizaire et Naudin		*2m30s handicap*
3	Dario Resta	Lucas Valveless		*0m44s handicap*

Autumn Senior Private Competitors' Handicap – 8.25 miles

1	C.A.Bird	Humber	71.25 mph	*2m15s handicap*
2	N.C.Neill	Rolls Royce		*2m48s handicap*
3	J.Valentine	La Buire		*2m00s handicap*

October Senior Handicap – 8.25 miles

1	R.Lisle	Star	62.75 mph	*3m00s handicap*
2	N.C.Neill	Rolls Royce		*2m48s handicap*
3	Dario Resta	Lucas Valveless		*2m54s handicap*
?	Robert Wildegose	Itala	93.22mph	

Autumn Junior Private Competitors' Handicap – 5.5 miles

1	R.W.A.Brewer	Decauville	54.5 mph	*1m06s handicap*
2	N.C.Neill	Rolls Royce		*0m16s handicap*
3	Eric Loder	Sizaire et Naudin		*2m14s handicap*

II Sprint Race – 2 miles

1	Eric Loder	Itala	79 mph	*0m05s handicap*
2	H.Robert Wildegose	Itala		*0m05s handicap*
3	W.E.de B.Whittaker	Hutton		*0m12s handicap*
R	A.Baker White	Napier "Mercury"		*0m02s handicap*
R	Dario Resta	Mercedes		*scratch*

For cars that were timed at over 80 mph on flying laps of Brooklands.

Four-Inch Handicap – 11 miles

1	Stewart Gore Browne	Piccard Pictet	64.5 mph	*2m28s handicap*
2	G.C.Colmore	Darracq		*1m32s handicap*
3	W.E.de B.Whittaker	Hutton		*scratch*

II Relay Race – 5 miles

1	E.H.Turnbull	Berliet
	Dario Resta	Lucas Valveless
2	P.D.Stirling	Arrol-Johnston
	G.C.Colmore	Darracq

For teams of two whose combined horsepower did not exceed 60.

Record Attempts

Flying 0.5 miles

Hemery	Benz	14.076s, 127.877 mph

Flying km

Hemery	Benz	17.761s, 125.947 mph

Standing mile

Hemery	Benz	41.268s, 87.233 mph

Standing 0.5 miles

Hemery	Benz	25.566, 70.406 mph

Flying mile

Hemery	Benz	31.055s, 115.023 mph

Standing 1 km

Hemery	Benz	31.320s, 71.409 mph

December Races

21st December 1909

Race 1 – 8.5 miles

1	Vauxhall	4m30.8, 75.4 mph
2	Star	4m48.4

Race 2 – 8.5 miles

1	Vauxhall	4m28.3, 76.1 mph
2	Star	4m48.8

Easter Race Meeting

28th March 1910

Easter Junior Private Competitors' Handicap – 5.75 miles

1	J.A.Viasto	Vinot "Douzie"	67.3 mph	*0m08s handicap*
2	W.H.Bashall	Vauxhall		*scratch*
3	Dr J.Warren Davis	Jackson		*3m10s handicap*

For cars with an RAC rating of 25 or under, to be driven by private competitors of BARC only.

Raglan Cup – 8.5 miles

1	L.Coatalen	Sunbeam	55.5 mph
2	C.L.E.Geach	Arrol-Johnston	

For cars with an RAC rating of 16 or under, and a stroke not exceeding 121mm.

March Handicap – 11 miles

1	A.J.Hancock	Vauxhall	81.5 mph	*1m12s handicap*
2	E.J.Jarvis	Vinot "Douzie"		*2m36s handicap*
3	Roy Fedden	Straker-Squire		*2m08s handicap*
R	Selz	Vauxhall		
R	L.Coatalen	Sunbeam		
R	Farquharson	Mercedes	accident	
R	Turnbull	Berliet	accident	

For cars of an RAC rating of 18 and over. Farquharson and Turnbull collided, with Turnbull being thrown out – he suffered a cut knee.

Easter Sprint Race – 2 miles

1	A.J.Hancock	Vauxhall	71.25 mph	*0m10s handicap*
2	Oscar Glaser	Mercedes		*scratch*

First 21-Rating Race – 8.5 miles

1	W.H.Bashall	Vauxhall	60.75 mph	*1m21s handicap*
2	A.J.Hancock	Vauxhall		*scratch **
3	A.J.McKinney	Excelsior		*1m18s handicap*

** A.J.Hancock had been handicapped at scratch, but was penalised a further 30s for his victory in the March Handicap.*

April Races

27th April 1910

April Junior Handicap – 5.75 miles

1	Col.T.Cowper-Essex	Sizaire	47.5 mph	*3m12s handicap*
2	N.F.Bayliss	Sunbeam		*1m40s handicap*
3	J.E.Hollebone	Diatto		*1m40s handicap*

For cars with an RAC rating of 25 and under.

Second 21-Rating Race – 8.5 miles

1	A.J.Hancock	Vauxhall	80.5 mph	*scratch*
2	H.F.W.Farquharson	Mercedes		*1m30s handicap*

Ford cars in the 21-Rating Brooklands Standard Class, minimum RAC rating of 18.

April Junior Private Competitors' Handicap – 5.75 miles

1	J.R.Willmore-Taylor	Jackson	45.5 mph	*3m06s handicap*
2	G.F.Scantlebury	Calthorpe		*1m54s handicap*
3	J.L.Farmiloe	Mercedes		*1m26s handicap*

For cars with an RAC rating of 25 and under, to be driven by private competitors' of the BARC.

April Senior Handicap – 8.5 miles

DQ	R.W.H.Kane	Imperia	71.75 mph/DSQ	
1	P.D.Stirling	Brasier		*0m09s handicap*
2	O.Glaser	Mercedes		*scratch*
3	A.J.Hancock	Vauxhall		*0m24s handicap*

For cars with an RAC rating of 18 and over.

IV Sizaire et Naudin Cup – 0.5 miles

1	C.F.Blunt	Sizaire et Naudin	36.5 mph
2	E.Loder	Sizaire et Naudin	
3	F.L.M.Boothby	Sizaire et Naudin	

II Raglan Cup – 8.5 miles

1	E.Lisle	Briton	65.5 mph
2	L.Coatalen	Sunbeam	
3	N.F.Bayliss	Sunbeam	

For cars with an RAC rating of 16 and under, stroke not exceeding 121mm, weight 1500 lb.

April Sprint Race

1	P.D.Stirling	Brasier	*0m04s handicap*
2	Eric Loder	Itala	*scratch*
3	O.Glaser	Mercedes	*0m03s handicap*

For cars which have been timed on flying laps of Brooklands at over 80 mph.

Whitsun Meeting

28th May 1910

Whitsun Private Competitors' Handicap – 5.75 miles

1	G.L.Paton	Vauxhall	67.5 mph	*scratch*
2	H.F.W.Farquharson	Mercedes		*0m32s handicap*
3	W.H.Bashall	Vauxhall		*scratch*

For cars of 25 hp and under, to be driven and entered by private competitors of BARC.

Invitation Race – 5.75 miles

1	Oscar S.Thompson	Austin "Pobble"	67.75 mph
2	E.H.Turnbull	Berliet "Ettie"	
3	L.G.Hornstead	Benz	

Third 21 hp Rating Race – 8.5 miles

1	Ray Fedden	Straker-Squire	70 mph	*scratch*
2	H.F.W.Farquharson	Mercedes		*0m57s handicap*
3	G.L.Paton	Vauxhall		*0m09s handicap*

May Handicap – 11 miles

1	P.Lambert	Austin	66.5 mph	*3m40s handicap*
2	E.Wildegose	Itala		*0m36s handicap*
3	E.H.Turnbull	Berliet "Ettie"		*2m50s handicap*
R	Sir George Abercromby	Fiat	burst tyre	

For cars of 18 hp and over.

Whitsun Sprint Race, Heat 1 – 2 miles

1	Hon.L.Bruce	De Dietrich	55 mph	*0m35s handicap*
2	C.L.E.Geach	Hutton		*0m30s handicap*
3	Clive Lease	Berliet		*0m32s handicap*

Whitsun Sprint Race, Heat 2 – 2 miles

1	Oscar S.Thompson	Austin "Pobble"	68.5 mph	*0m29s handicap*
2	P.D.Stirling	Brasier		*0m08s handicap*
3	E.H.Turnbull	Berliet "Ettie"		*0m33s handicap*

Whitsun Handicap – 5.75 miles

1	F.Burgess	Calthorpe	59.5 mph	*1m26s handicap*
2	H.D.Seele	Brenna		*1m43s handicap*
3	J.E.Hollebono	Diatto		*0m58s handicap*

For cars 25 hp and under.

Whitsun Sprint Race, Final – 2 miles

1	Oscar S.Thompson	Austin "Pobble"	68 mph	*0m29s handicap*
2	P.D.Stirling	Brasier		*0m08s handicap*
3	E.H.Turnbull	Berliet "Ettie"		*0m33s handicap*

June Meeting

18th June 1910

Fourth 21 Rating Race – 8.5 miles

1	G.L.Paton	Vauxhall	69.5 mph	*0m06s handicap*
2	F.W.Farquharson	Mercedes		*0m57s handicap*
3	R.Lisle	Star		*scratch*

Fastest Lap: Paton, 74.68 mph

Summer Junior Handicap – 5.75 miles

1	F.Burgess	Calthorpe		*0m46s handicap*
2	J.Prioleau	Lancia		*scratch*
3	T.R.Fletcher	Calthorpe		*1m26s handicap*

There were 11 starters.

Invitation Race – 5.75 miles

1	F.Burgess	Calthorpe	64.25 mph
2	L.Coatalen	Sunbeam	
3	H.F.W.Farquharson	Mercedes	

Fastest Lap: Burgess, 66.64 mph

The race was for cars whose speed was as equal as possible.

First 16 Rating Race – 5.75 miles

1	L.Coatalen	Sunbeam	61.25 mph	*0m12s handicap*
2	N.F.Bayliss	Sunbeam		*0m12s handicap*
R	J.E.Hollebone	Diatto		*scratch*
R	H.D.Seale	Brenna		*0m40s handicap*

Brooklands All-Comers' Plate – 19.5 miles

1	R.Wildegose	Itala	
2	P.D.Stirling	Brasier	
3	G.L.Paton	Vauxhall	
R	Sir George Abercromby	Fiat	2 laps/cylinder

Fastest Lap: Stirling, 102.22 mph

June Handicap – 8.5 miles

1	R.W.H.Kane	Imperia	76.5 mph	*1m45s handicap*
2	L.G.Hornstead	Benz		*1m45s handicap*
3	Oscar S.Thompson	Austin "Pobble"		*1m30s handicap*

For cars with a rating of 18 and over.

Ascot Private Competitors' Handicap – 5.75 miles

1	G.L.Paton	Vauxhall	70.75 mph	*scratch*
2	S.Gore-Browne	Lancia		*0m04s handicap*
3	K.K.Horn	Vauxhall		*0m06s handicap*

June Sprint Race – 2 miles

1	R.W.H.Kane	Imperia	69 mph	*0m29s handicap*
2	Oscar S.Thompson	Austin "Pobble"		*0m26s handicap*
3	L.G.Hornstead	Benz		*0m27s handicap*

Inter-University Races

25th June 1910 – Oxford-Cambridge University Races

Small Car Race – 5.75 miles

1	F.H.R.Samuelson	Sizaire	40.75 mph	*4m03s handicap*
2	E.H.McCormick	Sizaire		*5m13s handicap*
3	C.R.Huggins	La Buire		*2m16s handicap*

Large Car Races – 5.75 miles

1	K.K.Horn	Vauxhall	64.75 mph	*2m00s handicap*
2	G.Webster	Straker Squire		*3m10s handicap*
3	N.Van Raalte	Minerva		*0m14s handicap*

August Races

1st August 1910

76 MPH Handicap – 8.5 miles

1	H.D.Seale	Brenna	59.5 mph	*0m48s handicap*
2	W.L.Stewart	Lancia		*0m30s handicap*
3	K.K.Horn	Vauxhall		*0m05s handicap*

Ford Car Race – 2 miles

1	Rowland Winn	Ford	51.75 mph
2	A.E.George	Ford	
3	P.F.Hendy	Ford	

For Ford cars of 22.5 hp

August Private Competitors' Handicap – 5.75 miles

1	K.K.Horn	Vauxhall	73 mph	*0m04s handicap*
2	Stewart Gore Browne	Lancia		*scratch*
3	Eric C.Block	Le Gui		*1m34s handicap*

For cars with a rating of 25 and under.

100 MPH Handicap – 8.5 miles

1	J.Hadley	Austin "Pobble"	81.5 mph	*1m18s handicap*
2	F.Helm	Benz		*1m12s handicap*
3	W.L.Stewart	Lancia		*2m00s handicap*

For cars that have been timed to do over 70 mph for a flying lap of Brooklands.

50 MPH Handicap – 5.75 miles

1	H.Orloff Combe	Delage	42.75 mph	*0m38s handicap*
2	E.Williams	Austin		*1m00s handicap*
3	Dr J.Warren	Jackson		*scratch*

For cars that have not exceeded 50 mph for a flying lap of Brooklands.

August Sprint Handicap – 2 miles

1	Lord Vernon	Mercedes	81.5 mph	*scratch*
2	J.Hadley	Austin "Pobble"		*0m12s handicap*
3	W.L.Stewart	Lancia		*0m26s handicap*

III O'Gorman Trophy - 27.25 miles

1	A.J.Hancock	Vauxhall KN	76 mph
2	Percy Kidner	Vauxhall KN	
3	Rudolf Selz	Vauxhall	

For cars with a rating of 21 of lower, and a stroke not exceeding 121mm.

October Races

5th October 1910

Singer scored a "hat-trick". Results of races unknown.

Sprint Race

March 1911

3	Robert Wildegose	Itala

April Races

17th April 1911

At the end of the seventh race, G.Wilkinson, driving A.T.Craig's Benz, carried straight on after passing the finishing post instead of turning left due to his clutch jamming. The car ran up the track at an estimated 90 mph, and leapt over the top of the banking, landing on the

opposite bank. Wilkinson was thrown out, and was extricated from a sandbank unconscious having fractured a bone at the base of his skull.

Whitsun Meeting

5th June 1911

Whitsun Private Competitors' Handicap – 5.75 miles

1	H.F.W.Farquharson	Mercedes	62.75 mph	*0m40s handicap*
2	C.A.Cuthbert	Berliet		*0m30s handicap*
3	E.E.Joicey	SCAR		*1m32s handicap*

Private Sweepstakes – 5 miles

1	Charles Martin	SCAR	55 mph	
2	J.H.Whitlark	SCAR		
3	E.R.Joicey	SCAR		

First Junior Short Handicap – 5.75 miles

1	C.Martin	SCAR	55.25 mph	*0m42s handicap*
2	J.H.Whitlark	SCAR		*1m02s handicap*
3	J.E.Hollebone	Le Gui		*1m26s handicap*

First Senior Long Handicap – 8.5 miles

1	H.Petit	Bedford	78.5 mph	*1m00s handicap*
2	E.R.Samson	Mercedes		*1m00s handicap*
3	H.F.Smallwood	Straker Squire		*0m30s handicap*

Whitsun Sixteen-Standard Class Handicap

1	J.H.Whitlark	SCAR	55.75 mph	*0m48s handicap*
2	Charles Martin	SCAR		*0m18s handicap*
3	W.J.Harrison	Chenard-Walcker		*0m14s handicap*

First Senior Short Handicap – 5.75 miles

1	F.E.Samson	Mercedes	73 mph	*0m40s handicap*
2	H.F.Smallwood	Straker Squire		*0m20s handicap*
3	John Adams	Lancia		*0m40s handicap*

First Junior Long Handicap – 8.5 miles

1	J.E.Hollebone	Le Gui	52.25 mph	*2m00s handicap*
2	A.Bollet	Lion-Pederot		*0m45s handicap*
3	E.D.Bourn	Sizaire		*3m42s handicap*

Whitsun Sprint – 2 miles

1	F.E.Samson	Mercedes	68.5 mph	*0m22s handicap*
2	E.H.Lee	Metallurgique		*0m15s handicap*
3	W.R.McBain	De Dietrich		*0m24s handicap*

June Meeting

17th June 1911

June Private Competitors' Handicap – 5.75 miles

1	W.R.McBain	De Dietrich	71 mph	*1m22s handicap*
2	C.A.Cuthbert	Berliet		*1m26s handicap*
3	Lord Exmouth	Benz		*1m26s handicap*

Second Senior Short Handicap – 5.75 miles

1	L.G.Hornsted	Benz	85 mph	*0m04s handicap*
2	W.R.McBain	Dietrich		*0m45s handicap*
3	P.E.Lambert	Austin		*0m32s handicap*

Second Junior Short Handicap – 5.75 miles

1	L.T.E.Ridley	Adams	57.75 mph	*1m22s handicap*
2	N.S.Hind	Berliet		*0m44s handicap*
3	S.Hunt	Jackson		*1m56s handicap*

June 16 Standard Class Race – 5.75 miles

1	S.Hunt	Jackson	51.25 mph	*2m28s handicap*
2	B.A.Davey	Thames		*1m40s handicap*
3	C.M.Smith	Thames		*1m40s handicap*

Second Senior Long Handicap – 8.5 miles

1	C.A.Cuthbert	Berliet	67.5 mph	*2m00s handicap*

2	H.Petit	Bedford		*0m45s handicap*
3	P.E.Lambert	Austin		*0m48s handicap*

Second Junior Long Handicap – 8.5 miles

1	S.Hunt	Jackson	55 mph	*3m04s handicap*
2	B.A.Davey	Thames		*1m42s handicap*
3	C.M.Smith	Thames		*1m42s handicap*

June Sprint Handicap – 2 miles

1	H.Petit	Bedford	69.5 mph	*0m18s handicap*
2	F.E.Samson	Mercedes		*0m18s handicap*
3	P.E.Lambert	Austin		*0m18s handicap*

Winners' Handicap – 5.75 miles

1	F.D.Bourn	Sizaire	47 mph	*3m36s handicap*
2	N.E.Hind	Berliet		*1m24s handicap*
3	H.Petit	Bedford		*0m22s handicap*

July Meeting

20th July 1911

July Private Competitors' Handicap – 5.75 miles

1	H.W.A.Brewer	Decauville	65.5 mph	*2m02s handicap*
2	S.J.B.Lacon	Bedford		*2m08s handicap*
3	E.J.Ballantine	Austro-Daimler		*1m56s handicap*

Third Senior Short Handicap – 5.75 miles

1	Eric Loder	Renault	85.5 mph	*0m32s handicap*
2	L.G.Hornstedt	Benz		*scratch*
3	H.Petit	Bedford		

Veterans' Handicap – 5.75 miles

1	H.Tapner	Berliet	56.5 mph	*1m26s handicap*
2	H.W.A.Brewer	Decauville		*1m26s handicap*
3	G.W.S.Gwyer	Darracq		*1m10s handicap*

Third Junior Long Handicap – 8.5 miles

1	A.Woodfield	Iris	61.25 mph	*1m30s handicap*
2	L.H.Baskerville-Cosway	Adams		*1m57s handicap*
3	E.J.Ballantine	Austro-Daimler		*1m00s handicap*

Third Senior Long Handicap – 8.5 miles

1	H.Petit	Bedford	76.5 mph	*0m36s handicap*
2	L.G.Hornstedt	Benz		*scratch*
3	C.M.Smith	Thames		*0m06s handicap*

Third Junior Short Handicap – 3 miles

1	E.E.Mash	Jackson	44.75 mph	*1m29s handicap*
2	L.H.Baskerville-Cosway	Adams		*0m46s handicap*
3	E.J.Ballantine	Austro-Daimler		*0m27s handicap*

July Sprint Race – 2 miles

1	Eric Loder	Renault	69 mph	*0m02s handicap*
2	L.G.Hornstedt	Benz		*0m02s handicap*
3	Percy Lambert	Austin		*0m13s handicap*

RAC Associated Clubs Meeting

29th July 1911

Hill Climb – Standing Start

1	Yorkshire AC		60.6s aggregate time
	G.Hubert Woods	Crossley	
	R.C.Kidner	Vauxhall	
	L.Coatalen	Sunbeam	
	Dr J.L.Kirk	Talbot	
2	Coventry and Warwickshire MC		68.4s aggregate time
3	Herts County A.and AC		80.4s aggregate time

For teams of four standard cars with touring bodies.

Relay Race – 5 miles

1 Yorkshire AC		
G.Hubert Woods	Crossley	
L.Coatalen	Sunbeam	
2 Coventry and Warwickshore MC		

For teams of two standard cars with touring bodies.

All Comers' Open Handicap

1 Percy Lambert	Austin	*0m06s handicap*
2 H.M.Bowden	Martini	*1m21s handicap*
3 G.O.Herbert	Singer	*scratch*

Declaration Handicap – 10.5 miles

1 Miss Muriel Thompson	Austin	*7m24s handicap*
2 H.C.Lafone	Sizaire	*7m52s handicap*
3 W.W.Weber	Singer	*6m00s handicap*

Lafone thought that he had completed the race a lap too early, but went on to finish second on realising his mistake. Cars were handicapped on their declared speed, and those exceeding this when racing were disqualified.

August Meeting

7th August 1911

August Private Competitors' Handicap – 5.75 miles

1 N.C.Neill	Thames	57.25 mph	*1m16s handicap*
2 E.J.Ballantine	Austro-Daimler		*0m50s handicap*
3 Maharajah of Tikari	De Dietrich		*0m08s handicap*

Match Race – 5.75 miles

1 Lord Vernon	Mercedes	90 mph	
2 Eric Loder	Renault		

100 MPH Short Handicap – 5.75 miles

1 M.Laurent	Mercedes	94.75 mph	*scratch*
2 L.G.Hornstedt	Benz		*0m08s handicap*
3 H.Petit	Bedford		*0m32s handicap*

Second Veterans' Handicap – 5.75 miles

1 H.M.Bowden	Martini	63 mph	*1m16s handicap*
2 Harold Lambert	Mercedes		*1m32s handicap*
3 A.Baker White	Isotta-Fraschini		*0m50s handicap*

For cars built in 1908 or earlier.

70 MPH Long Handicap – 8.5 miles

1 S.Blackburn	SPA	64 mph	*1m09s handicap*
2 F.D.Bourn	Sizaire		*2m48s handicap*
3 W.G.Tuck	Humber		*scratch*

100 MPH Long Handicap – 8.5 miles

1 L.G.Hornstedt	Benz	86.75 mph	*0m12s handicap*
2 H.Petit	Bedford		*0m48s handicap*
3 Percy Lambert	Austin "Pearley III"		*0m36s handicap*

70 MPH Short Handicap – 3 miles

1 W.G.Tuck	Humber	66.5 mph	*scratch*
2 S.G.Cummings	SCAR		*0m30s handicap*
3 E.J.Ballantine	Austro-Daimler		*0m14s handicap*

August Sprint Race – 2 miles

1 L.G.Hornstedt	Benz	81.25 mph	*0m02s handicap*
2 Lord Vernon	Mercedes		*scratch*
3 H.Petit	Bedford		*0m12s handicap*

October Meeting

4th October 1911

Weather conditions were unfavourable for the day.

Autumn Private Competitors' Handicap – 5.75 miles

1 Eric Horniman	Benz		*0m12s handicap*
2 S.P.Stock	Humber		*0m08s handicap*
3 L.M.Graves	Riley		*1m25s handicap*

Second 100 MPH Long Handicap – 8.5 miles

1 L.Coatalen	Sunbeam		*0m39s handicap*
2 Percy Lambert	Austin		*0m39s handicap*
3 Phil Ray	Berliet		*1m39s handicap*

Second 70 MPH Short Handicap – 3 miles

1 C.G.Pullin	Cameron		*0m38s handicap*
2 A.B.Rigby	Adams		*0m24s handicap*
3 F.B.Goodchild	Oryx		*0m36s handicap*

Second 100 MPH Short Handicap – 5.75 miles

1 Phil Ray	Berliet		*1m16s handicap*
2 Alan Mander	Mercedes		*scratch*
3 Percy Lambert	Austin		*0m36s handicap*

15.9 Rating Standard Car Race – 50 miles

1 L.Coatalen	Sunbeam		
2 N.F.Bayliss	Sunbeam		
3 W.H.Hill	Schneider		

October Sprint Race – 2 miles

1 Alan Mander	Mercedes		*scratch*
2 L.Coatalen	Sunbeam		*0m13s handicap*
3 Percy Lambert	Austin		*0m13s handicap*

Record Attempts

15th February 1912

50 miles

1 Percy Lambert	Talbot 26 hp	29m02.5s

100 miles

1 Percy Lambert	Talbot 26 hp	57m49.38

1 hour

1 Percy Lambert	Talbot 26 hp	103 miles, 1470 yards

Easter Meeting

Easter 1912

Third 70 MPH Short Handicap

1	Calthorpe 12-15

70 MPH Long Handicap

3	Calthorpe 12-15

May Meeting

4th May 1912

May Private Competitors' Handicap – 5.75 miles

1 R.B.Whitehead	Berliet	68.25 mph	*scratch*
2 Eric Horniman	Gregoire		*0m16s handicap*
3 Alfred Henry	Benz		*0m06s handicap*

4th 100 MPH Short Handicap – 5.75 miles

1 G.Tysoe	Singer	76.5 mph	*0m50s handicap*
2 Alan Mander	Mercedes	- 2.4s	*0m10s handicap*
3 F.R.Samson	Mercedes	-25.0s	*1m32s handicap*

The meeting was abandoned after these races due to the wet conditions.

May Meeting

27th May 1912

70 MPH Long Handicap

3	Calthorpe 12-15	

July Meeting

13th July 1912

100 MPH Short Handicap

1	Capt.Malcolm Campbell	Darracq
2	Horniman	Benz
3		Mercedes

70 MPH Short Handicap

1		Calthorpe 12-15

70 MPH Long Handicap

2		Calthorpe 12-15

100mph Short Handicap

August 1912

4	Capt.Malcolm Campbell	Darracq	both offside wheels

September Meeting

28th September 1912

O'Gorman Trophy – 30 miles

1	Percy Lambert	Vauxhall	92.5 mph
2	G.Tysoe	Singer	
	R.S.Witchell	Straker Squire	
R	A.J.Hancock	Vauxhall	leaking radiator

September Private Competitors' Handicap

1	W.R.McBain	Delage	66.5 mph

70 MPH Long Handicap

1	H.J.Dew	Oryx

70 MPH Short Handicap

1	F.Weber	MAF

100 MPH Short Handicap

1	C.A.Bird	Sunbeam

September Sprint

1	N.S.Hind	Berliet	67.25 mph

Record Attempts

12th April 1913

Jules Goux attempted to break the six hour record, but had to stop after one and a half hours as the carburettor burnt out. The following times were set:

50 miles

1	Jules Goux	Peugeot 30 hp	28m18.65, 105.97 mph

100 miles

1	Jules Goux	Peugeot 30 hp	56m29.93, 106.4 mph

1 hour

1	Jules Goux	Peugeot 30 hp	106 miles, 387 yards

150 miles

1	Jules Goux	Peugeot 30 hp	1h31m52.06

100mph Short Handicap

Easter 1913

3	Capt.Malcolm Campbell	Darracq

100mph Long Handicap

Summer 1913

3	Humphrey Cook	Isotta-Fraschini

100mph Short Handicap

Summer 1914

1	Humphrey Cook	Isotta Fraschini
2		Straker-Squire
3	Capt.Lindsay-Stewart	Schneider

Other British Events

From 1896, a 12 mph limit on all public roads was enforced, which made racing on the public roads as in continental Europe somewhat difficult, hence the events held on the Isle of Man and Ireland, which were not subject to the same rules as the mainland. This didn't halt all events though, and local clubs would organise events out in the countryside at remote locations so as not to annoy the locals with their crowds and noise. In addition, speeds and times were often not published, and if they were, they were artificially lowered to show that they had complied with the law. The speed limit was raised to 20 mph on the 1st January 1904, and was in force until 1926. Meetings on public roads were banned altogether by the RAC after an accident at Kop Hill in 1925 in which a spectator was hit and had his leg broken.

Crystal Palace-Birmingham-Crystal Palace

1-3 June 1897

A competition arranged by the Engineer magazine, the cars were to go preliminary trials and inspection by judges between the 25th and 29th of May. The cars were to leave for Birmingham on the 1st June, returning to Crystal Palace within 50 hours for inspection and the award of prizes. The judges were Sir Frederick Bramwell, Mr J.A.F.Aspinall (chief mechanical engineer to the Lancashire and Yorkshire Railway), and Dr John Hopkinson F.R.S. The secretary was Mr H.Graham Harris and the assistant secretaries were to be Mr H.Carpmael, Mr G.E.Chadwyck-Healey and Mr Henry Fowler. A prize fund of 11,000 Guineas was proferred. Around 50 cars were to take part, but only six cars turned up. These were:
Lifu Steam Van
Roots-Venables Petrocar
Holroyd-Smith Phaeton
Yeovil Car
Roots-Venables Petrocar
Bushbury Electric Cart Tricycle
The competition was stopped whilst in progress by the judges, as all of the vehicles failed and the judges ruled that none of the vehicles fulfilled the conditions set down in the regulations.

Crystal Palace, Trials

6 May 1899 - ~2 miles

Class B – Cycles with threeor more wheels which cannot be pedal assisted

1	Southern Motor Car Co	0:11:58.6

There were nine other entrants.

Class C – Light motor cars between 4 and 10 cwt

1	F.O.Seyd	0:07:58
2	G.D.Barnes	0:08:23.6
3	H.Hewetson	0:08:34

There were seven other entrants.

Class D – Cars over 10 cwt
There were 24 entries, but no times were issued.

Class E – Delivery vans under two tons

1	Ormston & Glass	0:10:05
2	F.W.Wellington	0:11:58.6

There were two other entrants.

The course was laid out in the grounds of the Palace. A motorcycle race took place on the cycle track later in the day.

Petersham Hill, Hillclimb

9 June 1899 – Richmond: 325 yds

1	Charles Stewart Rolls	Panhard 6 hp	8.75 mph

Part of the General Efficiency Trials held by the Automobile Club of Great Britain and Ireland.

Dashwood Hill, Hillclimb

9 October 1899 – 1434 yds

1	John Scott Montagu	Daimler 12 hp

Mucklow Hill, Hillclimb

27 January 1900 - ?

1	Mors "Petit Duc"	9m02.4

Fastest time of the day was set by Archie Millership on a tricycle at 4m23.

1000 Mile Trial

23 April-12 May 1900

Organised to promote motoring and its practicality, the route went from London to Edinburgh and back, passing through Bristol, Birmingham, Manchester, Kendal and Carlisle on the way up, and Newcastle, Leeds, Sheffield and Nottingham on the way back. Making up the trial were various exhibitions, as well as timed hill climbs at Taddington, between Matlock and Buxton (see below), two optional climbs at Shap Fell between Kendal and Borrow Bridge, Dunmail Raise between Rydal and Wythburn (see also below), and Birkhill between Capplegill and St Mary's Lough (again, see below). There was also an optional speed trial at Welbeck Park, the private estate of the Duke of Portland. There were 80 entrants, of whom 65 started. Some of the entrants are listed below:-

Sir David Salomons	
Hon.Charles Stuart Rolls	Panhard 12 hp
Count Zborowski	
Worby Beaumont	
Hewetson	
Edgerton	
Hon.Evelyn Ellis	
Frederick Simms	
Sir Bernhard Samuelson	
Hon.John Scott Montagu	
Selwyn F.Edge	
Montague Napier	
Harvey du Cross	
J.E.Hutton	
T.D.Siddeley	
E.M.Iliffe	
Henry Sturmey	

49 vehicles were deemed to have completed the route. The Gold Medal for the event was won by Charles Rolls, in his 12 hp Panhard fitted with a Daimler engine.

Taddington Hill, Hillclimb

27 April 1900 – Buxton: 2.5 miles

1	Charles Stuart Rolls	Panhard 12 hp	17.7 mph

Dunmail Raise, Hillclimb

1 May 1900

1	Charles Stuart Rolls	Panhard 12 hp	20.54 mph

Birkhill, Hillclimb

2 May 1900 – nr Moffat (part of 1000 Mile Trial

1 Charles Stuart Rolls	Panhard 12 hp	16.00

Westerham Hill, Hillclimb

20 June 1900 – 1 mile

1 Selwyn F.Edge	Ariel Tricycle	22.22 mph

Tilburstowe Hill, Hillclimb

7 July 1900 – Godstone: 972 yds

1 Charles Jarrott	De Dion 6 hp Tricycle	25.8 mph

Dashwood Hill, Hillclimb

2 May 1901 – 1434 yds

1 John Scott Montagu	Daimler 24 hp

Tilburstowe Hill, Hillclimb

15 June 1901 – 972 yds

1 Selwyn F. Edge	Napier 50 hp	37.72 mph

Peppard Hill, Hillclimb

6 July 1901 – 267 yds

1 ?	Ariel Tricycle	30.0s?

Dashwood Hill, Hillclimb

6 July 1901 – 1434 yds

1 Selwyn F.Edge	Napier 50 hp

Kettleby Hill, Hillclimb

20 July 1901 – Nottinghamshire: 1 mile

1 Percy Richardson	Daimler 18 hp	5m06.0

Fintry Hillclimb

4 September 1901 – Lennoxtown

?

Gleneagles Hillclimb

5 September 1901

?

Whistlefield Hill, Hillclimb

6 September 1901 – nr Arrowchar

1	Moffat Ford	Decauville	12.4 mph

Gorcot Hill, Hillclimb

5 October 1901

1		Ariel Tricycle

Petersham Hill, Hillclimb

8 February 1901 – Richmond: 325 yds

1	Ginder	Locomobile 4.5 hp	16.5 mph

Taddington Hill, Hillclimb

May 1902 - Buxton

1		Daimler 24 hp	15.9 mph

Dashwood Hill, Hillclimb

10 May 1902 – 1434 yds

?

I Bexhill Motor Trials

19 May 1902

Flying km

1	Serpollet	Serpollet Steamer 120 hp	41.2s, 54.5 mph
2	Baras	Darracq 20 hp	42.2s, 53.5 mph
=	Charles Jarrott	Panhard 40 hp	42.2s
	Alfred Harmsworth	Daimler Mercedes 40 hp	45 mph

County Gentleman Cup, Light Racing Cars, Flying 1 km

1	Sir James Pender	Darracq 20 hp	40 mph

Touring Cars, Flying km

1	Petty	Gardner-Serpollet 6 hp	46 mph
2	W.G.H.Bramson	Napier 50 hp	40 mph

Event took place on Lord de la Warr's course, and was affected by rain and wind.

Glenlude Hill, Hillclimb

14 June 1902 – 1 mile

1	Alex Govan	Argyll 9 hp	22.6 mph

River Hill, Hillclimb

5 September 1902

1	Gardner-Serpollet	Steam	16.84 mph

Westerham Hill, Hillclimb

5 September 1902 – 1 mile

1	Wolseley 20 hp	12.34 mph

Gorcot, Hillclimb

11 October 1902

1 A.Harvey du Cros	Panhard 70 hp	1m03.8

Weatheroak Hill, Hillclimb

8 November 1902

?	

Grindleford Bridge Hill (Padley Wood Hill), Hillclimb

16 May 1903

1	Locomobile

Kirkfield Bank, Hillclimb

23 May 1903 – Lanark: 701 yds

1 C.G.Sinclair	Gardner-Serpollet	20 hp	17.17 mph

Peppard Hill, Hillclimb

13 June 1903 – 300 yds

1	Gardner-Serpollet	6 hp	39.0s

Sun Rising Hill, Hillclimb

25 July 1903 – 1000 yds

1 Cecil Edge	Napier 20 hp	1m55.8

Hindhead Hill, Hillclimb

August 1903 – 2.828 miles

1 Buttemer	Decauville 10 hp	11m00.0

Hill Cliff Lane, Hillclimb

8 August 1903 – nr Turnditch: 1 mile

1 M.J.Astle	De Dion 12 hp	3m30.0

Vigo Hill, Hillclimb

29 August 1903 – Wrotham-Gravesend: 0.5 miles

1	H.O.Hall	Darracq 24 hp	25.3 mph

Trottiscliffe Hill, Hillclimb

29 August 1903 – 570 yds

1	Lucas	Lucas 12 hp	11.4 mph

Sun Rising Hill, Hillclimb

12 September 1903 – 400 yds

1	J.A.Holder	Panhard 24 hp	1m09.8

Kettleby Hill, Hillclimb

12 September 1903 – 1 mile

1	Selwyn F.Edge	Napier 80 hp

Westerham Hill, Hillclimb

19 September 1903 – 1 mile

1		Daimler 22 hp	>14 mph

Bury Hill, Hillclimb

21 September 1903

1		Rochet-Schneider 16 hp	>17 mph

Hindhead Hill, Hillclimb

23 September 1903 – 2.828 miles

1		Gardner-Serpollet 10 hp	33.86 mph

Hand Cross Hill, Hillclimb

26 September 1903 - 0.5 miles

1		Gardner-Serpollet 10 hp	26.7 mph

Westerham Hill, Hillclimb

28 September 1903 – 1 mile

1		Gardner-Serpollet 10 hp	22.23 mph

Offley Hill, Hillclimb

October 1903 – nr Hitchin

1	MMC 20 hp	1m24.0
=	Lucas 12 hp	1m24.0

Southport Speed Trials

2-3 October 1903

2 October: Racing cars under 650 kg, Flying 1 km

1 A.Rawlinson		60.78 mph

2 October: Racing cars under 1000 kg, Flying 1 km

1 J.E.Hutton	Panhard 70	66.53 mph
S.F.Edge		60 mph
G.Higginbotham		60 mph

2 October: Scarisbrick Cup, Open scratch event for cars under 1000 kg

1 J.E.Hutton		67 mph
G.Higginbotham		60 mph
S.F.Edge		63 mph
A.Rawlinson		63 mph
Hon C.S.Rolls		50 mph

2 October: Mayor's Cup, Open flying 1 km

1 J.E.Hutton		69 mph
S.F.Edge		61.5 mph
G.Higginbotham		61 mph

2 October: Flying 1 km, Record Attempt

1 J.E.Hutton		80.5 mph

3 October: Touring Cars - Flying 1 km, Heat 1

1 Charles Jarrott
2 Alfred Burgess

3 October: Touring Cars - Flying 1 km, Heat 2

1 J.T.Overton	Georges Richard 24	
2 T.Williamson	Lanchester 16	

3 October: Cars costing £200 or under, carrying two passengers, Final

1 J.W.Stocks	De Dion Bouton 6	1m34.6

3 October: Cars costing over £200, carrying four passengers, Final

1 G.F.Baker	Duryea Surrey 10	1m07.2

3 October: Cars costing over £400, carrying four passengers, Final

1 Miss Dorothy Levitt	Gladiator 12	1m04.8

3 October: Cars costing over £550, carrying four passengers, Final

1 T.Williamson	Lanchester 16	0m57.2

3 October: Cars costing over £750, carrying four passengers, Final

1 E.A.Nesbitt	FIAT 24	0m51.8

3 October: Cars costing over £1000, carrying four passengers, Final

1 A.E.Macdonald	Napier 20	0m54.6

3 October: Lancashire Inter-Club Handicap

1 James Whittaker	CGV 16	0m50.6
2 T.Thorneycroft Vernon	Georges Richard 12	
3 L.Williamson	Lanchester 16	
Professor Hole-Shaw	Darracq 24	
Mr Moss	Peugeot 12	

This event was open to touring cars owned by members of the Liverpool, Manchester, Burnley or North-East Lancashire motor clubs.

3 October: Racing cars under 650 kg, Flying 1 km

1 A.Rawlinson	Darracq	59.13 mph
no other entrants		

3 October: Racing cars under 1000 kg, Flying 1 km

1 S.F.Edge	Napier 45	33.2s, 67.33 mph
2 J.E.Hutton	Panhard 70	63.87 mph

3 October: Scarisbrick Cup, Open scratch event for cars under 1000 kg

1	J.E.Hutton	Panhard 70	59.77 mph
2	S.F.Edge	Napier 45	58.22 mph
	G.Higginbotham		
	A.Rawlinson	Darracq	
	Pugh		

3 October: Mayor's Cup, Open flying 1 km

1	Andrew Fletcher		42.2s
2	J.E.Hutton	Panhard	retired in final
	S.F.Edge	Napier 45	
	Glentworth	Star	
	H.Austin	Wolsely 36	

3 October: Flying 1 km Record Attempt

1	Andrew Fletcher		69.43 mph
2	G.Higginbotham		68.57 mph
3	S.F.Edge	Napier 45	64.03 mph

These runs were done in the opposite direction, as this meant that the entrants were running downhill. The course was made of asphalt.

There were 129 cars entered in total, the course running from Saunders Street to Scarisbrick Avenue. The 300 yards from Leyland Road was used to get up to speed for the flying starts.

Hermitage Hill, Hillclimb

24 October 1903 – Bridgnorth

1	W.Clarke	MMC 25 hp	

Kettleby Hill, Hillclimb

12 March 1904 – 1 mile

1	W.S.Foster	Georges-Richard 24 hp	2m12.6

Dashwood Hill, Hillclimb

16 April 1904 – 1434 yds

1	W.J.Turrell	Eagle Runabout 6 hp	2m10.4

Gordon Bennett Elimination Trials

9-11 May 1904 – Isle of Man: 48.5 miles

End of Day 1

1	6	Clifford Earp	Napier 55 hp	7h43m00
2	1	J.W.Stocks	Napier 55 hp	7h56m00
3	9	Selwyn F.Edge	Napier 85 hp	7h56m00
4	12	Charles Jarrott	Wolseley 96 hp	8h00m30
5	10	Sidney Girling	Wolseley 72 hp	8h02m30
6	3	John Hargreaves	Napier 65 hp	9h07m00
R	2	J.Edmond	Darracq 80 hp	
R	4	Victor Héméry	Darracq 80 hp	
R	7	Campbell Muir	Wolseley 96 hp	
R	11	Captain A.Rawlinson	Darracq 80 hp	
R	14	Lt.Mark Mayhew	Napier 100 hp	rear spring

Did Not Appear

5	Hutton
8	Hutton
13	Hutton

The Hutton cars couldn't be completed in time and forfeited their entry fee. The race was to be over 255 miles (six laps), but was reduced to 5 laps due to the 8 hour time limit.

11th May: Hillclimb

1	9	Selwyn F.Edge	Napier 85 hp	1m57.4

2	6 Clifford Earp	Napier 55 hp	2m10.6
3	10 Sidney Girling	Wolseley 72 hp	2m11.6
4	12 Charles Jarrott	Wolseley 96 hp	2m27.2
5	7 Campbell Muir	Wolseley 96 hp	2m32.4
6	3 John Hargreaves	Napier 65 hp	2m33.6
7	1 J.W.Stocks	Napier 55 hp	2m50.4

Held on the Ramsey-Laxey road, the course had to be driven three times. Combined times are shown above.

Port Vuillen, Hillclimb

12 May 1904 – Ramsey-Laxey, Isle of Man: 0.5 miles

1	Selwyn F.Edge	Napier 80 hp	47.0s

Hazelwood Hill, Hillclimb

14 May 1904 – Duffield

1	M.J.Astle	De Dion 12 hp

Woodcock Hill, Hillclimb

20 May 1904 – 237 yds

1		Martini 16/20 hp	15.03 mph

Hindhead Hill, Hillclimb

28 May 1904 – 2.828 miles

1	Wilson Noble	Mercedes 18/28 hp	6m09.0

Kettleby Hill, Hillclimb

28 May 1904 – 1 mile

Open Class

1	Selwyn F.Edge	Napier 80 hp	1m35.0
	Lt.Col. Mark Mayhew		1m37.8

Closed Class

1	W.D.Wells	Daimler 28 hp	2m15.8
2	W.D.Wells	Daimler 28 hp	2m20.6 *
3	J.T.Overton	Georges-Richard 24 hp	3m24.6
4	J.T.Overton	Georges-Richard 16 hp	3m35.4
5	H.Belcher	Humber 25 hp	3m36.8
6	C.Hardy	Georges-Richard 16 hp	3m49.0
7	R.M.Wright	De Dion 8 hp	4m11.2
8	Burton	Darracq 24 hp	4m17.4
9	H.J.Bowden Jr	Darracq 24 hp	4m24.4
10	Dr Gass	Georges-Richard 10 hp	4m40.0
11	R.Harbidge	Gladiator 12 hp	4m54.0
12	H.H.Bowden Sr	Darracq 12 hp	4m59.0

** This was a different car to the one which finished 1st.*

Run by the Nottingham Automobile Club.

Offley Hill, Hillclimb

29 May 1904 – nr Hitchin: 0.5 miles

1	T.R.Brooks	Georges-Richard 24 hp	1m09.4

Sulham Hill, Hillclimb

4 June 1904 – 600 yds

1	A.H.East	Argyll 16 hp	

Bully Hill, Hillclimb

16 June 1904 – 935 yds

1	W.S.Foster	Richard-Brasier 24 hp	1m35
2	Sir H.B.Bacon	Panhard 12 hp	2m04
3	J.R.Richardson	Richardson 18 hp	2m05
4	W.R.Pennell	Locomobile 10 hp	2m05
5	C.W.Pennell	Richardson 12 hp	2m06
6	F.Richardson	Wolseley 10 hp	2m06
7	R.D.Jeffery	Darracq 12 hp	2m07
8	R.M.Wright	Clément 9 hp	2m20
9	W.Nissler	De Dion 8 hp	2m22
10	Major Goddard	Richardson 12 hp	2m27
11	W.Swaby	De Dion 9 hp	2m34
12	Jas.Combes	De Dion 8 hp	2m38
13	C.W.Nainby	Panhard 7 hp	2m42
14	Dr Sharp	Richardson 12 hp	2m43
15	R.M.Wright	Humberette 6.5 hp	2m52
16	R.M.Wright	Georges-Richard 12 hp	3m09
17	G.Garnett	MMC 8 hp	3m15
18	Parsons-Wright	Regal 6 hp	3m31
19	J.M.Goy	Baby Peugeot 5.5 hp	3m41
20	A.Day	Rex 10 hp	4m10
21	A.E.Baines	Gainsboro 9 hp	4m20
22	Dr de Beauvais	Daimler 7.5 hp	4m35
23	F.Jecock	Dennis 8 hp	4m52

Grindleford Bridge Hill (Padley Wood Hill), Hillclimb

18 June 1904 - <2 miles

1	F.Churchill	Hallamshire 10 hp	13.56 mph

Rockingham Hill, Hillclimb

23 June 1904

1	E.H.Joule	Darracq 12 hp	2m25.2

Pot Bank, Hillclimb

2 July 1904 – nr Harrogate: 900 yds

1	Albert Farnell	Daimler 28 hp	1m13.4

Sun Rising Hill, Hillclimb

23 July 1904 – Midland Automobile Club Hillclimb, Kineton: 1000 yards

1	Selwyn F.Edge	Napier 30 hp	2m48.2
2	E.M.C.Instone	Daimler 28 hp	2m49.0
3	Percy Martin	Daimler 28 hp	2m49.2
	A.Farnel	Daimler 28 hp	2m50.4
	E.Manville	Daimler 28 hp	2m58.4
	L.de Rothschild	Mercedes 60 hp	3m01.0
		Wolseley 28 hp	3m10.0
		Thornycroft 20 hp	3m12.8
	Miss M.Forest	Mercedes 40 hp	3m18.8
	J.de Knopp	Léon Bollée	3m20.6

	A.Busch	Daimler 28 hp	3m26.6
	H.Sturmey	Duryea 12 hp	3m36.4
	G.F.Reading	Wolseley 10 hp	4m27.4
		Star 12 hp	4m29.6
	Cecil Edge	Gladiator 14 hp	4m39.2
	G.Baxendale	Thornycroft 20 hp	4m43.4
7		Rover 8 hp	4m45.0
	H.du Crois Jr	Ariel 15 hp	4m56.0
	Major Lloyd	Wolseley 6 hp	5m00.0
	J.Lisle Jr	Star 7 hp	5m09.2
	C.S.Baynton	Wolseley 10 hp	5m12.0
	G.H.Lanchester	Lanchester 12 hp	5m19.2
		Cadillac 6.5 hp	5m34.2
	I.W.H.Dew	Speedwell 9 hp	5m39.0
	W.H.Cook	Argyll 10 hp	5m40.6
		Wolseley 6 hp	6m04.4
		Forman 14 hp	6m41.4
		Garrard 6.5 hp	8m35.0
	J.B.Javis	Jarvis & Weekes 7 hp	10m01.4
	J.H.Deykin	Wolseley 6 hp	15m26.4
	J.A.Holder	Mercedes 40 hp	
	H.C.Holder	de Dietrich 24 hp	
R	12 J.E.Hutton	Panhard-Levassor 70 hp	

Detling Hill, Hillclimb

13 August 1904

Closed Class

1	H.O.Hall	Darracq 15 hp	2m36.8

Hill Cliff Lane, Hillclimb

20 August 1904 – nr Turnditch: 1 mile

1	Frank Bolton	Daimler 22 hp

Yearby Bank, Hillclimb

27 August 1904 – 1174 yds

1	A.Hall	Waddington-Hall 20 hp	13.95 mph

Automobile Club Small Car Trials

29 August-3 September 1904 – 600 miles

Entrants

Manufacturer/Agent	**Car**	**Remarks**
Class A - Cars selling for £125 or under		
R.Reynold Jackson and Co	Jackson dogcart 6 hp	
Speedwell Co	Speedwell 6 hp	
Horley Co	Horley 8 hp	
Class B - Cars selling between £126 and £150		
R.Reynold Jackson and Co	Jackson dogcart 6 hp	
Vauxhall Ironworks Co	Light Vauxhall Car 6 hp	
Jarrott and Letts	Oldsmobile Runabout 7 hp	
Civil Service Agency	Service 6.5 hp	
S.R.Bailey and Lambert	Pelham 6 hp	
Horley Motor Co	Horley 8 hp	Retired with ignition trouble
Class C - Cars selling between £151 and £175		
Wolseley Co	Light Wolseley 6 hp	
Mobile Co	Mobile 6 hp	
Brown Bros	Brown 8 hp	
Speedwell Co	Speedwell 8 hp	
Humber	Royal Humberette 6.5 hp	
Alldays and Onions Co	Alldays Light Car No.1	

Siddeley Co	Siddeley 7 hp	
Chambers and Co	9 hp	
Wolseley Co	Light Wolseley 6 hp	
Clyde Co	Clyde 7 hp	
Class D - Cars selling between £176 and £200		
De Dion Bouton	De Dion Bouton 6 hp	
De Dion Bouton	De Dion Bouton 6 hp	
Mobile Co	Mobile 8 hp	
Jarrott and Letts	Oldsmobile 8 hp	
Swift Co	Swift 7 hp	
Enfield Co	Royal Enfield 8 hp	
Anglo-American Co	Cadillac 9.25-9.65 hp	
Chriton Co	Chriton 10 hp	
F.W.Garner and Co	Croxted 8-10	
Anglian Co	Anglian Light Car 9 hp	
Alldays and Onions Co	Alldays Light Car No.3	
Rover Co	Rover 8 hp	
Humber	Royal Humber 7.5 hp	
Belsize Co	Belsize Junior 6 hp	
Simms Co	Simms 8 hp	
Holland Park Co	Prosper Lambert 8 hp	
Star Co	Little Star 7 hp	

Entry was limited to no more than two cars per manufacturer. Based at Hereford, the trials consisted of 12 runs of 50 miles each, with the first place being awarded to the car which made the most non-stop runs. An 18 mph speed limit was enforced under pain of disqualification.
The runs were as follows:
August 29th, am - Hereford to Ludlow and back.
August 30th, pm - Hereford to Worcester and back.
September 3rd - Hereford to Ledbury and back.

Dinmore Hill, Hillclimb

29 August 1904 – 1780 yds

1	De Dion Bouton 6 hp	16.5 mph

Frome's Hill, Hillclimb

30 August 1904

Morning Climb

1	De Dion Bouton 6 hp	

Afternoon Climb

1 E.V.Fielder	Wolseley 6 hp	11.8 mph

Part of the Automobile Club Light Car Trial.

Dinmore Hill (north side), Hillclimb

31 August 1904

1 E.V.Fielder	Wolseley 6 hp	15.4 mph

Portmarnock Sands, Speed Trials

September 1904

1	Napier L48

Thonock Hill, Hillclimb

September 1904 – Gainsborough: 1009 yds

1 C.W.Pennell	Martini 16/22 hp	1m36.6

Aston Hill, Hillclimb

10 September 1904 – Aston Clinton: 0.75 miles

1 Selwyn F.Edge	Napier 20 hp	1m27.6
	Leon Bollée 24 hp	1m42.4
	Martini 16 hp	2m22.6
	White Steamer 9 hp	2m31.2
	White Steamer 10 hp	2m50.4
	White Steamer 10 hp	3m03.8
	Wolseley 12 hp	3m22.4
	Speedwell 6 hp	3m23.6
	Pipe 12 hp	3m26.8
	Wolseley 12 hp	3m54.8
	Alldays 7 hp	4m11.0
	White 10 hp	4m41.2
	Swift 7 hp	5m09.2
	Alldays 7 hp	5m28.8
	MMC 8 hp	5m29.0
	Crypto 8 hp	6m50.8

Kirkfield Bank, Hillclimb

10 September 1904 – Lanark: 701 yds

1 J.R.Richmond	Darracq 15 hp	14.69 mph

Hedley Wood Bank, Hillclimb

17 September 1904 – Weldon Bridge: 1.25 miles

1 F.Turvey	Darracq	4m12.0

Kettleby Hill, Hillclimb

17 September 1904 – 1 mile

1 T.R.Brooks	Richard-Brasier 24 hp	2m26.4

Gatacre Hill, Hillclimb

24 September 1904 – nr Bridgnorth: 808 yds

1 Charles Sangster	Ariel 20 hp	1m11.6

Portsdown Hill, Hillclimb

October 1904

1 J.D.Siddeley	Mercedes 40 hp	2m19.0

Part of the Portsmouth Trials

South Harting, Hillclimb

October 1904

1 J.D.Siddeley	Mercedes 40 hp	1m05.6

Part of the Portsmouth Trials

I Blackpool Motor Races

15 October 1904 – 1 mile drag

Touring Cars, £250 or under

1	Starmey	Duryea 10 hp	1m49.4
2	Speedwell Motor Co	Lynx 10 hp	

Touring Cars, £250-£500

1	F.C.Noar	Darracq 15 hp	1m36.6
2	J.Keele	Darracq 15 hp	

Touring Cars, £500-£750

1	Huntley Walker	Darracq 30 hp	1m34.0
2	London Motor Garage Co	Pipe 20 hp	

Touring Cars, £750-£1200

1	J.Leon-Bollee Syndicate	Leon Bollee 40 hp	1m21.6
2	Miss D.Levitte	Napier 20 hp	

Touring Cars, Open

1	L.Williamson	Mercedes 60 hp	1m15.0
2	Speedwell Motor Co	Leon Bollee 40-45 hp	

Racing Cars

1	G.Higginbottom	Wolseley 96 hp	58.6s
2	Wolseley Tool & Motor Co	Wolseley 96 hp	

Cars were run in pairs.

I Blackpool Motor Races

16 October 1904 – 1 km flying run

Touring Cars, £250 or under

1	Speedwell Motor Co	Lynx 10 hp	1m00.4
2	Anglo-American Motor Co	Cadillac 8.5 hp	
3	Star Engineering Co	Star 7 hp	

Touring Cars, £250-£500

1	J.R.Richmond	Darracq 15 hp	48.2s
2	J.Keele	Darracq 15 hp	

Touring Cars, £500-£750

1	Huntley-Walker	Darracq 30 hp	43.8s
2	J.D.Higgins	Darracq 20 hp	
3	J.Thornycroft	Thorneycroft 20 hp	

Match Race

1	E.W.Lustoner	Daimler 28 hp
2	Birtwistle	De Dietrich 24 hp

Touring Cars, £750-£1200

1	Leon Bollée Syndicate	Leon Bollée 40 hp
2	Miss Dorothy Levitt	Napier 20 hp

Touring Cars, Open

1	A.Fletcher	Mercedes 60 hp
2	L.Williamson	Mercedes 60 hp

Racing Cars

1	C.Earp	Napier 80 hp	84.68 mph
2	Hon C.S.Rolls	Mors 100 hp	84.04 mph

Clipper Tyre Cup - Handicap

1	T.Thornycoft	Thornycroft 20 hp

Hindhead Hill, Hillclimb

15 April 1905 – 2.828 miles

1 Wilson Noble	Mercedes 18/28 hp	6m37.8

Hedley Wood Bank Hillclimb

6 May 1905 – Weldon Bridge: 1.25 miles

1 Young	Wolseley 6 hp	5m30.2

Gatacre Hill, Hillclimb

27 May 1905 – nr Bridgnorth: 808 yds

1 Charles Sangster	Ariel	1m19.4

Kettleby Hill, Hillclimb

27 May 1905 – 1 mile

1 Frank Bolton	Daimler 36/40 hp

Offley Hill, Hillclimb

6 June 1905 – nr Hitchin

1 A.C.Riley	Daimler 28 hp

South Harting, Hillclimb

10 June 1905 – 1 mile

1 Edward Manville	Daimler 30 hp

Frome's Hill, Hillclimb

17 June 1905 – 1289 yds

1 M.H.Orr-Ewing	Daimler 28/36 hp

Linlithgow Hill, Hillclimb

1 July 1905 – 1.125 miles

1 Hunter Crawford	De Dion 10 hp	4m46.0

Linlithgow Hill was located 3 miles from Bo'ness.

Grindleford Bridge Hill, Hillclimb

1 July 1905

1 F.Churchill	Hallamshire 15 hp	8m33.0

Kettleby Hill, Hillclimb

8 July 1905 – 1 mile

1 Charles Hardy	Daimler 35 hp

Buttrill's Hill, Hillclimb

8 July 1905 – Barry, Wales: 500 yds

1	G.S.Seccombe	Wolseley 12 hp	1m22.4

Aston Hill, Hillclimb

15 July 1905 – Aston Clinton: 0.75 miles

1	Tom Thorneycroft	Thorneycroft 24 hp	2m07.4

II Blackpool Motor Races

28 July 1905

Match Race – 1.5 miles

1	Harvey du Cros	Mercedes 40 hp	
2	Nicholas Wood	Panhard 50 hp	

Record Attempt – Flying 1 km

1	Earp	Napier 80 hp	21.4s
2	Algernon Lee Guinness	Darracq 100 hp	
3	Brabazon-Moore	90 hp	

This equalled the record time set by Baras in a Darracq 100 hp at Ostend. Initially, Earp set a time of 22.8s, but after running the course in reverse, and after several runs, he achieved the record equalling time. Earp won the £100 prize offered by the Blackpool Corporation for the highest speed above 95 mph, but missed out on the £250 offered for breaking the record.

Lancashire Handicap – 1.5 miles, for members of Lancashire Motor Clubs

1	Newton	Coventry Humber 8-10 hp	59s
2	Birtwistle	Daimler 35 hp	

Cars, Chassis price not more than £1250, Flying 1 km

1	Percy Marton	Daimler 35 hp	30.4s
2	Huntley Walker	Darracq 70 hp	30.6s

Cars, Chassis price not more than £1500, Flying 1 km

1	Huntley Walker	Darracq 70 hp	29.2s
2	Birtwistle	Daimler 35 hp	31.4s

Shelsley Walsh, Hillclimb

12 August 1905 – 992 yds

1	E.M.C.Instone	Daimler 35 hp	1m17.6

I Tourist Trophy

14 September 1905 – Isle of Man: 208.6 miles (52.16 miles x 4 laps)

1	53	John Napier	Arrol Johnston	6h09m14.6, 33.9 mph
2	22	Percy Northey	Rolls Royce	6h11m23.0
3	52	Norman Littlejohn	Vinot Deguingand	6h14m35.4
4	54	Cyril Roberts	Arrol Johnston	6h36m38.6
5	49	Ernest Courtis	Rover	6h43m53.6
6	25	Harvey du Cros	Swift	7h01m12.4
7	8	W.H.Astell	Orleans	7h07m42.2
8	18	W.Parker Thomas	Argyll	7h10m25.0
9	9	Thomas Jenner	Orleans	7h19m32.4
10	2	Clifford Earp	Napier	7h27m44.6
11	32	R.W.Maudsley	Standard	7h28m02.4
12	48	Edmund W.Lewis	Rover	7h41m23.6
13	46	Charles Friswell	Peugeot	7h58m54.4
14	27	Arthur J.Clay	Ryknield	8h11m44.2
15	3	Frank G.Cundy	Napier	8h17m10.4

16	36 John Dennis	Dennis	8h26m43.6
17	14 Richard Lascelles	Simms-Welbeck	8h49m08.0
18	35 Robert Downing	Dennis	9h05m48.8

Fastest Lap: Napier, 1h31m09.6, 34.2 mph

Did Not Finish

James Hadley	Wolseley	out of time
C.L.Cattell	James & Browne	203.5 miles/out of fuel
James Reid	Beeston-Humber	187.5 miles/out of fuel
W.H.Cox	Maudsley	186.9 miles/out of fuel
Percy Dean	Scout	185.4 miles/out of fuel
E.H.Lancaster	Clement	181.7 miles/out of fuel
John Downie	Argyll	148.4 miles/out of fuel
W.C.Holloway	Minerva	3 laps/ignition coil
Claude Clench	Whitlock-Aster	3 laps/out of inner tubes! *
Sidney Girling	Siddeley	3 laps/cracked radiator
A.J.Dew	Speedwell	3 laps/propshaft coupling
Karl Beireiz	Dixi	2 laps
Guy Baxendale	Thornycroft	2 laps/broken spring
C.H.Cooper	Beeston-Humber	2 laps/broken spring
Tom Thornycorft	Thornycroft	2 laps/axle
Algernon Lee Guinness	Darracq	1 lap/crash/cracked diff case
E.H.Arnott	Minerva	1 lap/ignition/carburettor
Frederic Coleman	White	1 lap/choked vaporiser/broken pipe
A.C.Kent	White	1 lap/broken wheel
A.J.Hancock	Vauxhall	1 lap/crash
Toby Rawlinson	Darracq	0 laps/broken wheel
F.S.Bennett	Cadillac	0 laps/crash
W.J.Warren	Speedwell	0 laps/broken wheel
Charles Rolls	Rolls Royce	0 laps/gears

For Touring Cars.
** Had three punctures, but only two inner tubes.*

II Graphic Challenge Trophy

15 September 1905 – Isle of Man

Entrants:

1	T.C.Pullinger	Humber 16-29
2	J.D.Spencer	Ariel Simplex 30
3	Charles Sangster	Ariel Simplex 40
4	Edmund W.Lewis	Rover 16-20
5	Max de Martini	Martini 30-40
6	Captain H.H.P.Deasy	Martini 30-40
7	Captain W.H.Bennett	Dixi 14-17
8	A.D.Grigg	Daimler 28-38
9	R.Lascelles	Simms-Welbeck 20-24
10	Albert Farnell	Daimler 30-40
11	J.Beirrels	Dixi 14-17
12	Guy V.Baxendale	Thornycroft 24 hp

The race was cancelled after heavy mist made the course too dangerous in places.

Kirkfield Bank, Hillclimb

16 September 1905 – Lanark: 822 yds

1	Hugh Kennedy	Darracq 15 hp	1m40.2, 16.70 mph
2	Owen R.Williams	Darracq 15 hp	2m07.0
3	P.Scott McHutchen	Peugeot 18 hp	2m12.0
4	Patrick P.Ness	Mercedes 18 hp	

Twenty cars competed.

Tilburstowe Hill, Hillclimb

16 September 1905 – Godstone: 972 yds

1 F.C.Pattison	Clement 9 hp	2m41.4

Grindleford Bridge Hill, Hillclimb (Handicap)

23 September 1905

1 C.D.Leng	FIAT 16/24 hp	7m04.0

Fernhurst Hillclimb

19 May 1906 – 1 mile

1 Gilmour	JAP 6 hp	1m40.6

Frome's Hill, Hillclimb (Open)

24 May 1906 – 1289 yds

1	Daimler 30/40 hp

Saltburn Sands

June 1906

1 km

1 Warwick Wright	Darracq	96.5 mph

Run by the Yorkshire Automobile Club.

Scottish Reliability Trial

13-16 June 1906

The following achieved non-stop runs:

Claude Johnson	Rolls Royce 30 hp
	Cadillac 9-10 hp
	Albion 10-12 hp
	Coventry Humber 16 hp
	Maxwell 16 hp
	Darracq 15 hp
	Sunbeam 15-20 hp
	Argyll 16-20 hp
	Siddeley 15 hp
	Germain 14-20 hp
	De Dion 15 hp
	Wilson Pilcher 12-16 hp
	Gladiator 18 hp
	Siddeley 25 hp
	Arrol Johnston 24-30 hp
	Darracq 24-32 h
	Peugeot 18-24 hp
	Iris 25-30 hp
	Pilain 20 hp
	Bell 30 hp
	Spyker 28 hp
	Armstrong Whitworth 28-36 hp

Others:

Capt.H.H.P.Deasy	Martini 30-40 hp
	Austin

Route:
13th June – Glasgow to Edinburgh via Kilmarnock, Ayr, New Galloway, Dumfries, Moffat, St Mary's Loch and Peebles.

14th June – Edinburgh to Aberdeen via Stirling, Perth, Blairgowrie, Spittal of Glenshee and Braemar.
15th June – Aberdeen to Pitlochry via Huntly, Tomintoul, Bridge of Brown, Grantown and Kingussie.
16th June – Pitlochry to Glasgow via Struan, Tummel-bridge, Kenmore, Killin, Dalmally, Inverary, Glen Croe, Loch Lomond and Arrochar.

Johnson and Deasy agreed to complete a private 500 mile trial before the Scottish Trial, combining the results to try and prove whether 6 cylinders (the Rolls Royce) was better than 4 (the Martini). The Rolls Royce had the better reliability, both won equal number of speed events, although the Martini won its events by larger margins.

The cars were all numbered. The following numbers are known, but as to which car they belong too…. (registration numbers in brackets): #5-59 (LC-1942), #5-63 (B-404), #4-48, #4-34, #3-62 (LC-6379).

Shelsley Walsh "Open", Hillclimb

16 June 1906 – 992 yds

1	F.A.Coleman	White Steamer	1m20.6

Grindleford Bridge Hill, Hillclimb

16 June 1906

1	Albert Farnell	Daimler 30 hp	3m28.4

Hazelwood Hill, Hillclimb

23 June 1906 – Duffield

1	Frank Bolton	Daimler 30/40 hp	1m14.2

South Harting, Hillclimb

23 June 1906 – 1 mile

1	Edward Manville	Daimler 35/45 hp

Aston Hill, Hillclimb

30 June 1906 – Aston Clinton: 0.75 miles

1	E.M.C.Instone	Daimler 35/45 hp

Birdlip Hill, Hillclimb

30 June 1906 – Cheltenham: 1900 yds

1	J.S.Davey	Daimler 30/40 hp

Tilburstowe Hill, Hillclimb

30 June 1906 – Godstone: 972 yds

1		Humber 10/12 hp

Hazelwood Hill "Closed", Hillclimb

28 July 1906 - Duffield

1 Frank Bolton	Daimler 35 hp	

Hazelwood Hill, Hillclimb

17 August 1906 – Duffield

1 Cecil Edge	Napier 90 hp	1m02.0

Kettleby Hill, Hillclimb

6 September 1906 – 1 mile

1 Frank Bolton	Daimler 36/40 hp

Skegness Motor Races

8 September 1906 – Beach races

1 mile – Exhibition Runs, Racing Cars

Algernon Lee Guinness	Darracq 200 hp
Maharajah Takari	Darracq 130 hp
Cecil Edge	Napier 90 hp
H.R.Pope	Itala 100 hp
W.J.Wright	Darracq 100 hp
A.H.Walker	Darracq 80 hp
F.A.Bolton	Daimler 35
Fred Marriott	Stanley Steamer 20 hp

The track conditions were too bad to support race times, hence exhibition runs were performed instead.

1 mile – Nottinghamshire Automobile Club Members' Handicap

1 M.R.Browne	Minerva 22 hp	31s
2 J.A.Doran	Minerva 22 hp	31s

Browne won by 40 yards.

1 mile – Cars listed at not more than £200 complete

1 V.Riley	Riley 9 hp
2 S.Downing	Alldays and Onions 10 hp
3 F.W.Peckham	Maxwell 8 hp

Riley won by 120 yards

1 mile – Cars listed at not more than £350 complete

1 R.M.Wright	Humber 10-12 hp	
2 S.Downing	Alldays and Onions 10 hp	
3 F.Wilkinson	Stanley Steamer 8 hp	broke down

Wright won by 5 yards.

1 mile – Four-seated cars, Chassis price up to £500

1 F.Wilkinson	Stanley Steamer 20 hp
2 T.H.Woollen	Clément-Talbot 12-16 hp

Wilkinson won by 100 yards.

1 mile – Four-seated cars, Chassis price up to £700

1 J.E.Lound	Beaufort 35-40 hp	
2 A.Farnell	Daimler 30 hp	broke down

1 mile – Four-seated cars, Chassis price over £700

1 E.M.C.Instone	Daimler 35 hp
2 C.Edge	Napier 50 hp

Instone won by 20 yards.

II Tourist Trophy

27 September 1906 – Isle of Man: 160 miles (40 miles x 4 laps)

1	Charles Rolls	Rolls Royce	4h06m00.6, 39.6 mph
2	Paul Bablot	Berliet	4h32m58.2
3	Algernon Lee Guinness	Darracq	4h42m48.2
4	Georges Brandt	Clement	4h47m20.0
5	Thomas Pullinger	Beeston-Humber	4h56m01.2
6	Louis Coatalen	Coventry-Humber	5h00m52.8
7	John Napier	Arrol Johnston	5h22m01.0
8	A.E.Crowdy	Siddeley	5h47m19.0
9	Percy Dean	Scout	6h57m18.2

Out of fuel		miles covered
Ernest Hutton	Berliet	160.14
Tom Thornycroft	Thornycroft	148.35
Gordon Usmar	Vinot	146.85
Sidney Girling	Darracq	145.85
W.L.Hardman	Hardman	138.85
Tuberville Smith	Academy	131.85
H.A.Bate	SCAR	108.07
G.F.Prew	Star	104.57
Hugh McConnell	Bianchi	101.57
Joseph Lisle	Star	98.57
C.L.Cattell	James & Browne	95.57

Did Not Finish		
M.Ross-Browne	Minerva	2 laps/clutch
R.Every	Swift	1 lap/broken gear
T.Watson	Climax	1 lap/crankshaft
C.Grahame-Wright	Siddeley	1 lap/radius rod
Richard Lascelles	Vici	0 laps/steering gear
R.A.Bell	Deasy	0 laps/broken gear
Warwick Wright	Minerva	0 laps/burnt clutch
Percy Northey	Rolls Royce	0 laps/broken spring

Disqualified		
A.E.George	Argyll	lost ballast weights

Fastest Lap: Rolls, 1h00m13.6, 39.9 mph

Race for Touring Cars.

III Graphic Cup

28 September 1906 – Isle of Man

1	6	C.A.Gleniworth	Napier 50 hp
	1	C.H.Cooper	Beeston-Humber
	2	H.A.Bate	SCAR
	3	Bablot	Berliet
	4	G.S.Barwick	Daimler
	5	W.Watson	Berliet
	7	H.O.Hall	Isotta-Fraschini
	8	J.E.Hutton	Ariel-Simplex
	9	G.W.Roberts	Rapid
	10	E.A.Anthony	Serex
	11	A.Farnell	Daimler

Took place on a four and a half mile piece of road between Douglas and Castletown on the Douglas-Ballasalla road, including Richmond Hill.

Rest-and-be-Thankful, Hillclimb

29 September 1906 – 1 mile

1	Broome White	Mercedes 60 hp	2m19.0

III Blackpool Motor Races

13th October 1906

Flying Kilometre for Touring Cars up to £300 Chassis Price

1	Thomas Rimmer	Vulcan 14 hp	63.4s
2	R.M.Wright	Humber 10-12 hp	64.8s
3	J.S.Stafford	Humber 10-12 hp	72.6s

Flying Kilometre for Touring Cars up to £450 Chassis Price

1	H.Ramoisy	Germain 18 hp	51.0s
2	Philip Graham	Rover 16-20 hp	53.6s
3	A.Sarvais	Germain 18 hp	54.2s

Flying Kilometre for Touring Cars up to £650 Chassis Price

1	A.G.Hogg	New Eagle 40-45 hp	43.8s
2	Warwick J.Wright	Darracq 30 hp	45.8s
3	Tom Thornycroft	Thornycroft 30 hp	46.0s

Flying Kilometre for Touring Cars up to £900 Chassis Price

1	A.Rawlinson	Darracq 40 hp	33.0s
2	Albert Farnell	Daimler 35 hp	33.2s
3	E.M.C.Instone	Daimler 45 hp	35.8s

Flying Kilometre for Touring Cars, Unrestricted

1	A.Rawlinson	Darracq 40 hp	32.8s
2	A.Huntley Walker	Mercedes 100 hp	33.0s
3	Percy Martin	Daimler 45 hp	35.2s

Flying Kilometre for Motor-Omnibuses, Petrol or Steam, carrying 22 passengers

1	A.Huntley Walker	Darracq-Serpollet 40 hp
2	D'Arcy R.Baker	FIAT 24-40 hp
3	Critchley Norris	Crossley 35-40 hp

Flying Kilometre for Racing Cars not exceeding 650 kg

1	A.Huntley Walker	Darracq 80 hp	30.4s
2	Walter Gibbons	Itala 50 hp	38.8s
3	Orrell Wren	Napier 80 hp	41.8s

Flying Kilometre for 4 Cylinder Racing Cars not exceeding 1000 kg

1	Warwick J.Wright	Darracq 100 hp	26.0s
2	Demogeot	Darracq 100 hp	26.8s
3	J.E.Hutton	Mercedes 135 hp	27.6s
4	H.R.Pope	Itala 100 hp	29.6s
5	Gabriel	De Dietrich 120 hp	30.6s

Flying Kilometre for Racing Cars not exceeding 1000 kg

1	Algernon Lee Guinness	Darracq 200 hp	21.0s
2	Cecil Edge	Napier 90 hp	24.6s
3	A.Huntley Walker	Darracq 100 hp	27.0s
4	J.E.Hutton	Mercedes 135 hp	29.2s

Standing Mile Touring Car Handicap for members of the Lancashire Automobile Club

1	Havelock Lonsdale	Daimler 30 hp	1m06.8 handicap	*2m08.8s net time*
2	Gordon Chapman	Daimler 30 hp	1m07.2	*2m02.2s*
3	H.Hollingdrake	Germain 14 hp	1m08.2	*2m10.2s*

Standing Mile Handicap for Racing Cars not exceeding 1000 kg

1	A.E.George	Argyle Light Racer	43.2s	*40s handicap*
2	Algernon Lee Guinness	Darracq 200 hp	45.6s	*scratch*
3	Cecil Edge	Napier 90 hp	46.2s	*5s handicap*
4	Warwick Wright	Darracq 100 hp	48.2s	*3s handicap*
5	A.Huntler Walker	Darracq 80 hp	49.6s	*5s handicap*
6	Demogeot	Darracq 100 hp	53.6s	*3s handicap*

The following events were postponed from the previous day:

Standing km for Racing Cars not exceeding 650 kg

1	A.Huntley Walker	Darracq 80 hp	41.4s
2	Walter Gibbons	Itala 50 hp	49.6s
3	Lewis Aspinall	Darracq 80 hp	67.2s

Standing km for 4 Cylinder Racing Cars not exceeding 1000 kg

1	Warwick J.Wright	Darracq 100 hp	35.0s
2	J.E.Hutton	Mercedes 135 hp	38.8s

3	Demogeot	Darracq 100 hp	39.0s

Standing km for Racing Cars not exceeding 1000 kg

1	Algernon Lee Guinness	Darracq 200 hp	33.6s
=	Cecil Edge	Napier 90 hp	33.6s
3	J.E.Hutton	Mercedes 135 hp	39.2s
4	Demogeot	Darracq 100 hp	39.6s

Lee Guinness and Edge participated in a run off, which Lee Guinness won in 32.4s, Edge taking 33.8s.

Standing Mile for Racing Cars not exceeding 650 kg

1	A.Huntley Walker	Darracq 80 hp	57.2s
2	Walter Gibbons	Itala 50 hp	1m11.8s
3	Lewis Aspinall	Darracq 80 hp	1m43.8s

Standing Mile for 4 Cylinder Racing Cars not exceeding 1000 kg

1	Warwick J.Wright	Darracq 100 hp	51.2s
2	A.Huntley Walker	Darracq 80 hp	54.6s
3	Demogeot	Darracq 100 hp	56.6s
4	J.E.Hutton	Mercedes 135 hp	58.2s
5	H.R.Pope	Itala 100 hp	61.0s
6	Gabriel	De Dietrich 120 hp	76.2s

Standing Mile for Racing Cars not exceeding 1000 kg

1	Algernon Lee Guinness	Darracq 200 hp	45.6s
2	Cecil Edge	Napier 90 hp	51.2s
3	Demogeot	Darracq 100 hp	56.6s
4	Gabriel	De Dietrich 120 hp	76.2s

Frome's Hill "Open", Hillclimb

3 May 1907 – 1289 yds

1	Daimler 35 hp	

Bexhill Trials

20 May 1907

Course Record Attempt – ¼ mile

	Selwyn F.Edge	73.77 mph

Cars under £500, Ladies – ½ mile

1	Mrs A.E.Cohen	Chenard-Walcker 16-20 hp
2	Miss Dorothy Levitt	De Dion 8 hp

Cars under £500, Gentlemen – ½ mile

1	T.Nash	Unic
2	W.T.Moody	Gracile 15 hp

Handicap for cars whose cylinders D2N are under 65

1	R.A.Smith	Adams-Hewitt 10 hp	46.4s
2	L.Russell		*23.2s handicap*

Lord de Warr Cup – ¼ mile flying start, 110 yards slow speed in top gear, and half mile standing start on top gear

1	S.Smith	Napier 60 hp
2	Cecil Edge	Napier 60 hp
3	F.R.Goodwin	Star 30 hp

Scratch Race – Touring Cars, chassis price over £700

1	Cecil Edge	Napier 60 hp
2	H.C.Tryon	Napier 60 hp

Race for cars with engines and chassis of the dimensions required for the Kaiserpreis

1	Cecil Edge	Napier 60 hp
2	Captain W.E.D.Owen	Junior 40 hp
3	G.Hubert Woods	Simms-Welbeck 30-35 hp

21 May 1907

Handicap – Touring Cars, based on Herkomer Trophy Conditions

1	Hautekeet	Spyker 15-20 hp	43.4s	*0.2s handicap*
2	Van Hasselt	Spyker 30-40 hp		*10s handicap*

Scratch Race – Touring cars, £700 or under

1	F.W.Baily	Napier 50 hp	42.2s
2	Captain W.E.D.Owen	Junior 40 hp	

Scratch Race – Touring cars, £700 or over

1	Selwyn F.Edge	Napier 80 hp	37.8s
2	S.Smith	Napier 60 hp	

Organised by the Crystal Palace Automobile Club.

III Tourist Trophy

29 May 1907 – Isle of Man

Touring Cars: 241.5 miles (40.25 miles x 6 laps)

1	Ernest Courtiss	Rover	8h23m27	28.8 mph, 25.3 mpg
2	Reid	Beeston-Humber	8h36m17.2	28.1 mph, 24.8 mpg

Did Not Finish

Algernon Lee Guinness	Darracq	240 miles	(out of fuel)
Tom Thornycroft	Thornycroft	229.5 miles	(out of fuel)
John Napier	Arrol-Johnston	223.5 miles	(out of fuel)
Georges Brandt	Clément	211 miles	(out of fuel)
Oscar Cupper	Metallurgique	210.5 miles	(out of fuel)
Norman Littlejohn	Vinot	181 miles	(out of fuel)
Thomas Rimmer	Vulcan	5 laps/flagged	
M.Ross-Browne	Gladiator	5 laps/flagged	
H.Goodwin	Star	5 laps/flagged	
E.R.Folker	Rover	5 laps/flagged	
Jean Porporato	Berliet	5 laps/flagged	
Cyril Roberts	Arrol-Johnston	5 laps/universal joint	
W.G.Tuck	Coventry-Humber	4 laps/broken wheel	
Percy Dean	Scout	3 laps/water on magneto	
Louis Coatalen	Hillman-Coatalen	2 laps/broken front spring	
P.R.Lamb	West-Aster	2 laps/carburettor/clutch	
R.H.Collier	Aster	2 laps/overturned	
Ernest Hutton	Berliet	2 laps/jammed gear change	
Kenelm Lee Guinness	Darracq	2 laps/back axle	
G.F.Prew	Star	1 lap/crash	

For Touring Cars. The race was run to a fuel consumption formula with regulated fuel loads, so many drivers ran slowly to conserve petrol, and thus exceeded the 5pm limit to start the final lap and were flagged off course, the wet conditions aggravating the situation. Coatalen's fastest lap was set in special circumstances – his car leaked fuel overnight, and the officials wouldn't let him refill it. Starting lighter than everyone else, and knowing he wouldn't complete the race, he set out as fast as he could, and was 12 minutes faster than anyone else on his first lap from a standing start.

Heavy Touring Cars: 201.25 miles (40.25 miles x 5 laps)

1	George Mills	Beeston-Humber	7h11m00	28.7 mph, 15.1 mpg
2	Graeme Fenton	Gladiator	7h31m35.2	26.8 mph, 15.7 mpg

Did Not Finish

H.Niblett	Thornycroft	193 miles	(out of fuel)
W.Watson	Berliet	189 miles	(out of fuel)
A.E.Harrison	Ariel	187 miles	(out of fuel)
Charles Sangster	Ariel	186 miles	(out of fuel)
L.Squire	Straker-Squire	182 miles	(out of fuel)
C.H.Cooper	Beeston-Humber	3 laps/coil	
E.H.Arnott	Arrol-Johnston	0 laps/broken front wheel	

III Graphic Challenge Trophy, Hillclimb

31 May 1907 – Slein Lewaigne Hill, Isle Of Man: 2550 yds

1	Ernest Hutton	Berleit 60 hp	3m40.4
2	Watson	Berliet 40 hp	3m45.6
3	Henshaw	Daimler 35 hp	3m54.6

4	Captain Owen	Junior 40 hp	4m10.8
5	Sangster	Ariel-Simplex 30 hp	4m13.4
6	Porparato	Berliet 40 hp	4m31.0
7	Coatalen	Hillman-Coatalen	4m37.8
R		Ariel-Simplex 30 hp	crashed into ditch
R	Bolton	Daimler	crashed into ditch
NS	Barwick	Daimler	crashed into ditch during pratice

The event was for touring cars carrying four passengers.

Aston Hill, Hillclimb

June 1907 – 0.75 miles

1	Guy Lewis	Mercedes 120 hp

Hazlewood Hill, Hillclimb

8 June 1907 – Duffield

1	Arthur Ford	Daimler 30 hp

Grindleford Bridge Hill, Hillclimb

15 June 1907

1	Albert Farnell	Daimler 30 hp

Kettleby Hill, Hillclimb

22 June 1907 – 1 mile

1	Cecil Edge	Napier 60 hp	1m07.0

Saltburn Sands

22nd June 1907

Yorkshire Automobile Club Trophy

1	Albert Farnell	Daimler 30 hp
2	H.T.Atkinson	Mercedes 20 hp

1 km

1	Algernon Lee Guinness	Darracq 200 hp	111.84 mph

Run by the Yorkshire Automobile Club. The sands were heavy due to thunder showers in the late afternoon.

Birdlip Hill, Hillclimb

29 June 1907 – 1 mile

1	G.A.W.Young	Daimler 45 hp

Rest-and-be-Thankful Hillclimb

29 June 1907 – 1 mile

1		Ariel 30 hp

Buttrill's Hill, Hillclimb

29 June 1907 – Barry, Wales: 500 yds

1 Henry Webb	Itala 40 hp	

South Harting, Hillclimb

10 July 1907 – 1 mile

1 Cecil Edge	Napier 60 hp	

Shelsley Walsh "Open", Hillclimb

14 July 1907 – 1000 yds

1 J.E.Hutton	Berliet 80 hp	1m07.2

Aston Hill, Hillclimb

7 September 1907 – Aston Clinton: 0.75 miles

1 E.Edwards	Minerva 24 hp	1m52.8

Caerphilly Hillclimb

11 September 1907 – 1194 yds

1 Sidney Smith	Napier 60 hp	

Hazelwood Hill, Hillclimb

21 September 1907 – Duffield

1 Frank Bolton	Daimler 45 hp	1m12.4

Tilburstowe Hill, Hillclimb

28 September 1907 – Godstone: 972 yds

1 F.C.Goddard	Daimler 35 hp	

Blackpool Motor Races

13 October 1907 – 1 mile

Flying km – Touring Cars up to £300 chassis price

1 Thomas Rimmer	Vulcan 14 hp	63.4s
2 R.M.Wright	Humber 10-12 hp	64.8s
3 J.S.Stafford	Humber 10-12 hp	72.6s

Flying km – Touring Cars up to £450 chassis price

1 H.Ramoisy	Germain 18 hp	51.0s
2 Philip Graham	Rover 16-20 hp	53.6s
3 A.Servais	Germain 18 hp	54.2s

Flying km – Touring Cars up to £650 chassis price

1 A.G.Hogg	New Eagle 40-45 hp	43.8s
2 Warwick J.Wright	Darracq 30 hp	45.8s
3 Tom Thornycroft	Thornycroft 30 hp	46.0s

Flying km – Touring Cars up to £900 chassis price

1 A.Rawlinson	Darracq 40 hp	33.0s	
2 Albert Farnell	Daimler 35 hp	33.2s	
3 E.M.C.Instone	Daimler 35 hp	35.8s	

Flying km – Touring Cars, unrestricted

1 A.Rawlinson	Darracq 40 hp	32.8s
2 A.Huntley Walker	Mercedes 100 hp	33.0s
3 Percy Martin	Daimler 45 hp	35.2s

Flying km – Motor-Omnibuses, carrying 22 passengers

1 Huntley Walker	Darracq-Serpollet 40 hp
2 D'Arcy R.Baker	FIAT 24-40 hp
3 Critchley Norris Co	Crossley 35-40 hp

Flying km – Racing cars 650 kg or under

1 Huntley Walker	Darracq 80 hp	30.4s
2 Walter Gibbons	Itala 50 hp	33.8s
3 Orrell Wren	Napier 80 hp	41.8s

Flying km – Four-cylinder Racing cars not exceeding 1000 kg

1 Warwick J.Wright	Darracq 100 hp	26.0s
2 Demogeot	Darracq 100 hp	26.8s
3 J.E.Hutton	Mercedes 135 hp	27.6s
4 H.R.Pope	Itala 100 hp	29.6s
5 Gabriel	De Dietrich 120 hp	30.6s

Flying km – Open Racing cars not exceeding 1000 kg

1 Algernon Lee Guinness	Darracq 200 hp	21.0s
2 Cecil Edge	Napier 90 hp	24.6s
3 A.Huntley Walker	Darracq 100 hp	27.0s
4 J.E.Hutton	Mercedes 135 hp	29.3s

Standing Mile – Touring Car Handicap for members of Lancashire Automobile Clubs

1 Havelock Lonsdale	Daimler 30 hp	1m06.8	2m08.8
2 Gordon Chapman	Daimler 30 hp	1m07.2	2m02.2
3 H.Hollingdrake	Germain 14 hp	1m08.2	2m10.2

First time is the handicap time, second time is the net time.

Standing Mile – Racing Car Handicap for cars not exceeding 1000 kg

1 A.E.George	Argyle Light Racer	43.2s	*40s handicap*
2 Algernon Lee Guinness	Darracq 200 hp	45.6s	*scratch*
3 Cecil Edge	Napier 90 hp	46.2s	*5s handicap*
4 Warwick Wright	Darracq 100 hp	48.2s	*3s handicap*
5 A.Huntley Walker	Darracq 80 hp	49.6s	*5s handicap*
6 Demogeot	Darracq 100 hp	53.6s	*3s handicap*

Standing km - Racing Cars not exceeding 650 kg

1 A.Huntley Walker	Darracq 80 hp	41.4s
2 Walter Gibbons	Itala 50 hp	49.6s
3 Lewis Aspinall	Darracq 80 hp	67.2s

Standing km - Four-Cylinder Racing cars not exceeding 1000 kg

1 Warwick J.Wright	Darracq 100 hp	35.0s
2 J.E.Hutton	Mercedes 135 hp	38.8s
3 Demogeot	Darracq 100 hp	39.0s

Standing km – Open Racing Cars not exceeding 1000 kg

1 Algernon Lee Guinness	Darracq 200 hp	33.6s
= Cecil Edge	Napier 90 hp	33.6s
3 J.E.Hutton	Mercedes 135 hp	38.2s
4 Demogeot	Darracq 100 hp	39.6s

In a run-off to decide a winner, Guinness completed the run in 32.4s (world record time), while Edge took 33.8s.

Standing Mile – Racing Cars not exceeding 650 kg

1 A.Huntley Walker	Darracq 80 hp	57.2s
2 Walter Gibbons	Itala 50 hp	1m11.8s
3 Lewis Aspinall	Darracq 80 hp	1m43.8s

Standing Mile - Four-Cylinder Racing cars not exceeding 1000 kg

1 Warwick J.Wright	Darracq 100 hp	51.2s
2 A.Huntley Walker	Darracq 80 hp	54.6s
3 Demogeot	Darracq 100 hp	56.6s
4 J.E.Hutton	Mercedes 135 hp	58.2s
5 H.R.Pope	Itala 100 hp	1m01.0s

6	Gabriel	De Dietrich 120 hp	1m16.2s

Standing Mile – Open Racing Cars not exceeding 1000 kg

1	Algernon Lee Guinness	Darracq 200 hp	45.6s
2	Cecil Edge	Napier 90 hp	51.2s
3	Demogeot	Darracq 100 hp	56.6s
4	Gabriel	De Dietrich 120 hp	1m16.2s

Millar Johnston McVittie applied for an injunction to stop the Blackpool Corporation from closing the promenade for the races. The application was thrown out.

Fintry, Hillclimb

26 October 1907 – Lennoxtown

1	J.Murray	SPA 40 hp

Style Kop, Hillclimb

23 May 1908 – Rugeley: 1200 yds

1	Frank Bolton	Ariel 40/50 hp	1m03.2

Kettleby Hill, Hillclimb

11 June 1908 – 1 mile

1	Frank Bolton	Ariel 40/50 hp	1m02.2

RAC 2000 Mile International Touring Car Trial

11th-25th June 1908

This trial also took in the whole of the Scottish Trial, but cars who ran on the RAC trial weren't automatically entered in the Scottish Trial – they had to enter separately.

Cls	#	Entrant	Driver	Car
A	12	De Dion-Bouton (1907) Ltd	W.V.Jolley	De Dion-Bouton 6.2 hp
B	11	Morgan and Co Ltd	Fincke	Adler 8.9 hp
C	2	Anglo-American Motor Car Co Ltd	F.S.Bennett	Cadillac 10 hp
C	23	British Automobile Commercial Syndicate Ltd	C.Machin	Zedel 12.8 hp
D	42	J.W.Stocks	J.W.Stocks	De Dion-Bouton 13.9 hp
D	33	Singer Motor Co Ltd	G.Herbert	Singer 15.8 hp
D	43	British Automobile Commercial Syndicate Ltd	W.Couchman	Zedel 15.8 hp
D	44	Captain J.D.Johnstone	Captain J.D.Johnstone	Zedel 15.8 hp
D	21	S.Straker and Squire Ltd	A.H.Roy Fedden	Straker Squire Shamrock 15.4 hp
E	7	Humber Ltd	G.A.Phillips	Coventry-Humber 19.6 hp
E	9	Belsize Motors Ltd	H.Dawson	Belsize 20.08 hp
E	16	Hillman Coatalen Motor Car Co Ltd	J.Broadbent	Hillman-Coatalen 19.6 hp
E	28	Vauxhall Motors Ltd	P.C.Kidner	Vauxhall 20.5 hp
E	37	Daimler Motor Co Ltd	F.Griffin	De Luca-Daimler 20.08 hp
E	54	Daimler Motor Co Ltd	E.Allen	De Luca-Daimler 20.08 hp
E	59	Clement-Talbot Ltd	John Hedge	Talbot 20.08 hp
E	52	Panhard and Levassor (live axle)	A.F,Cooke	Panhard 20.5 hp
E	53	Panhard and Levassor (chain)	T.Ward	Panhard 20.5 hp
E	85	Benz and Cie	E.Stoecker	Benz 17.9 hp
F	23	Humber Ltd	W.G.Tuck	Coventry-Humber 23.8 hp
F	24	Humber Ltd	J.Reid	Beeston-Humber 25.6 hp
F	38	Minerva Motors Ltd	A.S.Henderson	Minerva 25.6 hp
F	40	Star Engineering Co	G.F.Prew	Star 25.6 hp
F	41	Junior and Otav Co Ltd	C.F.Bertelli	Junior 24.79 hp
F	48	Brown Brothers Ltd	B.R.Banks	Brown 24.79 hp
F	58	J.I.Thornycroft & Co Ltd	T.Thornycroft	Thornycroft 25.6 hp

F	60	Clement-Talbot Ltd	G.Day	Talbot 25.5 hp
F	70	Panhard and Levassor	Patault	Panhard 24.79 hp
G	36	Robert Crossley	R.Crossley	Belsize 32.4 hp
G	45	Humber Ltd	T.C.Pullinger	Beeston-Humber 32.4 hp
G	47	B.C.Rhodes	B.C.Rhodes	White 28 hp
G	49	Deasy Motor Car Manufacturing Co Ltd	F.Berry	Deasy 27.3 hp
G	56	Ariel Motors Ltd	P.R.Lamb	Ariel 31.1 hp
G	61	H.M.Hobson Ltd	A.E.Robson	Nagant-Hobson 27.8 hp
G	73	Morgan and Co Ltd	Wilhelm	Adler 30 hp
H	50	Hillman-Coatalen Motor Car Co Ltd	H.N.Smith	Hillman-Coatalen 40 hp
H	63	Daimler Motor Co Ltd	G.H.Street	Daimler 38.1 hp
H	75	Daimler Motor Co Ltd	G.H.Ison	Daimler 38.1 hp
H	76	Frederic Coleman	G.H.Holloway	White 37 hp
H	79	Sir W.G.Armstrong, Whitworth and Co Ltd	G.H.T.Slaney	Armstrong-Whitworth 40 hp
J	72	Ariel Motors Ltd	H.Cordery	Ariel 45.8 hp
K	65	Deasy Motor Manufacturing Co Ltd	P.Graham	Deasy 48.4 hp
K	83	Rolls-Royce Ltd	E.Platford	Rolls-Royce 48.6 hp
K	86	Rolls-Royce Ltd	C.Johnson	Rolls-Royce 48.6 hp
K	87	Jarrott and Letts Ltd	C.Bianchi	Lorraine-Dietrich 52.49 hp
L	82	Ariel Motors Ltd	P.Lewis	Ariel 59.5 hp

Route:
June 11th – London-Nottingham
The trial started from the White Depot in Camden, London, the cars departing one-by-one.

June 12th – Nottingham to Newcastle-on-Tyne (161 miles), via Mansfield, Worksop, Doncaster, Wetherby, Darlington and Neville's Cross.

June 13th – Newcastle to Glasgow, via Otterburn, Sedburgh and Peebles.

June 15th – Glasgow to Aberdeen (172.5 miles), via Dunblane, Perth, Blairgowrie and Braemar. This includes the Cairnwell Hillclimb (with an average gradient of 1:11) between Blairgowrie and Braemar. Rain made the Cairnwell Hillclimb exceedingly difficult, especially for the light cars which arrived later, after the heavier cars had broken up the surface. The 50 hp De Dietrich stopped on the hill and lost 16 minutes, while the pilot light on one of the White steamers was extinguished. The number 84 Thames did not start.

June 16th – Aberdeen to Inverness (168.5 miles), via Cairn o'Mount Hillclimb, Aboyne, Dufftown and Grantown-on-Spey.
A two seated Belsize, the Sunbeam, the Coltman and a White steamer all withdrew before the day started, the Coltman with a broken differential. The Cairn o'Mount hillclimb was 2 miles 35 yards long, with gradients from 1 in 5.4 to 1 in 20. The unofficial top times were as follows:

1	Ariel 40-50	4m00
2	Rolls Royce "Silver Rogue" 40-50	4m06
3	Rolls Royce "White Knave"	4m38
4	Daimler	5m00
5	Deasy	5m32

Mr Eastman in his Sunbeam failed to make the top having a lack of pressure, and J.W.Stocks came to a complete halt in his De Dion and blocked the road for the following cars. The Werbel, Belsize 14-16 and the Clyde 8 all withdrew. It looked like the Vinot driven by Ramoisy was also going to withdrew, but after spending four hours straightening a bent gearbox shaft which had been sustained at the Devil's Elbow on the hillclimb, he finally made it into Inverness.

June 17th – Inverness to Pitlochry (147 miles), via Spean Bridge, Kingussie and the Trinafour Hillclimb.
The course went alongside the shores of Loch Ness, and a Panhard, in avoiding a cart slid into a ditch and had to be hauled out by the occupants of following cars.
The Trinafour Hillclimb was 1686 yards long, climbing through 390 feet at a maximum gradient of 1 in 7, and it claimed the Rolls Royce "White Knave" as its victim – a piston seized, probably due to lubrication failure. The unofficial top times for the climb are as follows:

1	Ariel 40-50	108s
2	Rolls Royce "Silver Rogue"	116s
3	Daimler	120s
4	Deasy	131s
5	De Dietrich	145s
6	White steamer	148s
7	Benz	150s
=	Talbot	150s

June 18th – Pitlochry to Oban (153.25 miles), via Killin, Tarbet, Rest and be Thankful Hillclimb and Inverary.

The Rest and be Thankful hillclimb was 1706 yards long, with the steepest gradient being 1 in 7.

June 19th – Oban to Glasgow (131.75 miles), via Inveraray, Tarbet and Fintry Hillclimb.
J.W.Stocks withdrew his De Dion before the start, as he considered it too highly geared for the steep Scottish hillclimbs. The climb for the day was at Fintry, a 1 mile 694 yard climb averaging a 1 in 15 gradient. This was the last day of the Scottish Trials.

June 20th – Glasgow to Windermere (168.5 miles), via Kilmarnock, Cumnock, Dumfries, Carlisle, Bothel and Keswick.
There were no hillclimbs on this run, and most cars made it without trouble. However, a Daimler was delayed by radiator trouble, and the front axle of the Strakew Squire Shamrock failed.

June 22nd – Windermere to Windermere (135 miles), via Dunmail Raise hillclimb, Kendal, Middleton, Kirby Stephen, Penrith, Patterdale and Kirkstone Hillclimb.
Tom Thornycroft lost a tyre on the Dunmail Raise hillclimb. He had left it partially inflated rather than pump air in, so that he wouldn't lose time, but its loss caused him to swerve, which tore off the other back tyre and caused him to hit a wall. Claude Johnson, driver of the retired Rolls Royce, lent the services of his mechanic to help repair the car.

June 24th – Windermere to Church Stretton (162 miles), via Lancaster, Preston, Wigan, Warrington, Beeston Castle and the Harley Hillclimb.
The top two for each class for the hillclimb were as follows:
Class C: Zedel, Cadillac
Class D: Singer, Shamrock
Class E: Talbot, Vauxhall
Class F: Talbot, Thornycroft
Class G: Adler, Nagant-Hobson
Class H: Daimler (Mr Ison), Daimler (Mr Street)
Class K: Rolls Royce, De Dietrich

June 25th – Church Stretton to Weybridge, Brooklands (160 miles), via Ludlow, Worcester, Broadway, Oxford, Henley, Maidenhead and Windsor.

June 26th – A high speed run was held at Brooklands, and the fastest times are detailed here. The Class A De Dion completed 80 miles in 2h58m12.6s. The Class B Adler 8.9 completed 100 miles in 2h49m38.2. In Class C, an 8 hp Zedel completed 150 miles in 4h16m24.6. In Class D, the Singer completed 150 miles in 4h47m55s. In Class E, the Talbot completed the 150 miles in 3h43m51.4, but the live axle Panhard, which was running without a bonnet, retired with a burst radiator.

The cars picked up time penalties along the route which formed a handicap for the high speed run at Brooklands. The results are as follows:

Class A

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
12	De Dion-Bouton	Dunlop		

Class B

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
11	Adler	Dunlop		

Class C

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
2	Cadillac	Dunlop		

Class D

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
33	Singer	Dunlop		

Class E

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
28	Vauxhall	Dunlop		

Class F

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
60	Talbot	Palmer	180 59.4	4:05:16.4
24	Beeston-Humber	Dunlop	131 09.8	4:08:40.6
23	Coventry-Humber	Dunlop	164 51.8	4:42:04.0

70	Panhard	Michelin	173 05.8	4:45:18.0
38	Minerva	Dunlop	217 07.6	5:17:03.4
41	Junior	Dunlop	190 44.6	6:09:01.0
48	Brown	Michelin	231 15.2	6:34:39.0
58	Thornycroft		Too far behind to be allowed to start	

Class G

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
73	Adler	Dunlop	216 29.8	5:55:49.4
61	Nagant-Hobson	Jenatzy	219 13.6	6:26:08.4
45	Beeston-Humber	Dunlop	171 19.0	6:57:34.0
49	Deasy	Dunlop	214 12.3	7:00:18.0

Class H

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
79	Armstrong-Whitworth	Dunlop	143 50.0	5:34:21.0

Class J

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
72	Ariel	Dunlop		

Class K

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
83	Rolls-Royce			

Class L

#	Car	Tyre	Time against (min:sec)	Time (Hr:Mn:Sc)
82	Ariel	Dunlop		

Scottish Trials

15th-19th June 1908 - 750 miles

Entries:

Cls	#	Entrant	Car
A	1		Swift 10-12 hp
A	2	Anglo-American Motor Car Co Ltd	Cadillac 10 hp
A	3		Clyde 8 hp
A	4		Chambers 10-12 hp
A	5		Riley 12-18 hp
A	6		Adams 10 hp
B	7	Humber Ltd	Coventry-Humber 19.6 hp
B	8		Argyll 12-14 hp
B	9	Belsize Motors Ltd	Belsize 20.08 hp
B	10		Darracq 10-12 hp
B	11	Morgan and Co Ltd	Adler 8.9 hp
C	13		Bentall 16 hp
C	14		Vinot 12-16 hp
C	15		Argyll 14-16 hp
C	16	Hillman Coatalen Motor Car Co Ltd	Hillman-Coatalen 19.6 hp
C	17		Mass 15 hp
C	18		Bell 16 hp
C	19		Darracq 14-16 hp
C	20		Star 12 hp
D	21	S.Straker and Squire Ltd	Straker Squire Shamrock 15.4 hp
D	23	Humber Ltd	Coventry-Humber 23.8 hp
D	24	Humber Ltd	Beeston-Humber 25.6 hp
C	25		Vulcan 16-18 hp
C	26		Coventry-Humber 15 hp
D	27		Swift 18-24 hp
D	28	Vauxhall Motors Ltd	Vauxhall 20.5 hp
D	29		Coltman 20 hp
D	30		Argyll 14-16 hp
D	31		Argyll 16-20 hp
D	32		Porthoe 24-32

D	33	Singer Motor Co Ltd	Singer 15.8 hp
D	34		Werbell 25 hp
D	35		Bell 20 hp
D	36	Robert Crossley	Belsize 32.4 hp
D	37	Daimler Motor Co Ltd	De Luca-Daimler 20.08 hp
D	38	Minerva Motors Ltd	Minerva 25.6 hp
D	39		Cadillac 20 hp
D	40	Star Engineering Co	Star 25.6 hp
D	41	Junior and Otav Co Ltd	Junior 24.79 hp
E	45	Humber Ltd	Beeston-Humber 32.4 hp
E	46		Sunbeam 20 hp
E	47	B.C.Rhodes	White 28 hp
E	48	Brown Brothers Ltd	Brown 24.79 hp
E	49	Deasy Motor Car Manufacturing Co Ltd	Deasy 27.3 hp
E	50	Hillman-Coatalen Motor Car Co Ltd	Hillman-Coatalen 40 hp
E	51		Atholl 25 hp
E	52	Panhard and Levassor (live axle)	Panhard 20.5 hp
E	53	Panhard and Levassor (chain)	Panhard 20.5 hp
E	54	Daimler Motor Co Ltd	De Luca-Daimler 20.08 hp
E	55		Darracq 25-35 hp
E	56	Ariel Motors Ltd	Ariel 31.1 hp
E	57		Metallurgique 26 hp
E	58	J.I.Thornycroft & Co Ltd	Thornycroft 25.6 hp
F	62		Albion 24 hp
F	63	Daimler Motor Co Ltd	Daimler 38.1 hp
F	64		Vinot 35-50
F	65	Deasy Motor Manufacturing Co Ltd	Deasy 48.4 hp
F	66		Piccard 18-24
F	67		Argyll 40 hp
F	68		SPA 30 hp
F	69		Maudslay 25-30
F	70	Panhard and Levassor	Panhard 24.79 hp
F	71		Darracq 50 hp
F	72	Ariel Motors Ltd	Ariel 45.8 hp
F	73	Morgan and Co Ltd	Adler 30 hp
G	76	Frederic Coleman	White 37 hp
G	78		Ariel 40-50
G	79	Sir W.G.Armstrong, Whitworth and Co Ltd	Armstrong-Whitworth 40 hp
G	80		Maudsley 35-45
H	83	Rolls-Royce Ltd	Rolls-Royce 48.6 hp
H	84		Thames 60 hp
F	85	Benz and Cie	Benz 17.9 hp

This was run over part of the same course as the RAC 2000 Mile International Touring Car Trial. Some of the entries scratched just before the start, as the cars would have had to carry more weight to comply with the rules for the Scottish Trial than the International Trial.

The Scottish Reliability Trial Committee awarded Gold Medals to the following Class Winners:

Class A	Swift 10-12 hp
Class B	Argyll 12-14 hp
Class C	Bell 16 hp
Class D	Vauxhall 12-16 hp
Class E	Darracq 25-35 hp
Class F	Deasy 35 hp
Class G	Armstrong-Whitworth 40 hp.

The silver cup for the lowest petrol consumption was awarded to the Albion 24 hp.

Birdlip Hill, Hillclimb

20 June 1908 – Cheltenham

?

Buttrill's Hill, Hillclimb

27 June 1908 – Barry, Wales: 500 yds

1 W.Graham	Daimler 35 hp	

Aston Hill, Hillclimb

11 July 1908 – Aston Clinton: 0.75 miles

1 Selwyn F.Edge	Napier 60 hp	

Grindleford Bridge Hill "Closed", Hillclimb

18 July 1908

1 Albert Farnell	Daimler 30 hp	

Shelsley Walsh "Open", Hillclimb

25 July 1908 – 1000 yds

1 H.C.Tryon	Napier 60 hp	1m05.4

Rest-and-be-Thankful, Hillclimb

September 1908 – 1 mile

?		

Grindleford Bridge Hill, Hillclimb

19 September 1908

1 Albert Farnell	Daimler 30 hp	

Beaulieu Hillclimb

22 May 1909 – ¼ mile

Run by the RAC in the grounds of the Palace House.

Pateley Bridge, Hillclimb

25 May 1909

Open Class

1 W.Bradwell	Hutton "Four-Inch"	1m27.4

Closed Class

1 W.Bradwell	Hutton "Four-Inch"	1m25.8

Hazlewood Hill, Hillclimb

29 May 1909 – Duffield

1 R.G.Hogarth	Talbot 25 hp	

Fintry Hillclimb

19 June 1909 – Lennoxtown

1	Riley	

Beaulieu Hillclimb

26 June 1909 – ¼ mile

FTD F.W.Ramsay	SCAT 22 hp	1m49.4

Run by Hampshire AC.

Saltburn Sand Trials

26 June 1909

Flying 1 km

1 Algernon Lee Guinness	Darracq 200 hp	18.6s, 120.25 mph

Race

1 W.Blamire	Rolls-Royce 40/50 hp	40.96 mph
2 F.A.Bolton	Daimler 58 hp	

Style Kop "Closed", Hillclimb

3 July 1909 – nr Rugeley: 1200 yds

1 A.G.Harley-Jones	Talbot 25 hp	1m12.0

Kettleby Hill, Hillclimb

3 July 1909 – 1 mile

1 Frank Bolton	Daimler 58 hp	1m20.6

Shelsley-Walsh "Open", Hillclimb

17 July 1909 – 1000 yds

1 H.C.Tryon	Napier 60 hp	1m08.4

Grindleford Bridge Hill, Hillclimb

24 July 1909

1 Percy Richardson	Sheffield-Simplex 45 hp

Aston Hill, Hillclimb

24 July 1909 – Aston Clinton: 0.75 miles

1 Percy Kidner	Vauxhall 24 hp
= N.F.Bayliss	Sunbeam 14/20 hp

Shelsley-Walsh "Closed", Hillclimb

11 September 1909 – 1000 yds

1 C.J.Newey	De Dion

Aston Hill, Hillclimb

25 September 1909 – Aston Clinton: 0.75 miles

1 A.J.Hancock	Vauxhall	

Tilburstowe Hill, Hillclimb

26 September 1909 – Godstone: 972 yds

1 H.Billing	Humber 10/12 hp	

Aston Hill, Hillclimb

23 April 1910 – Aston Clinton: 0.75 miles

1 S.S.Barber	Rolls Royce 40/50 hp	

Buttrill's Hill, Hillclimb

11 June 1910 – Barry, Wales: 500 yds

1 G.A.Phillips	Humber 2 Seater	44.4s

Shelsley Walsh "Open", Hillclimb

2 July 1910 – 1000 yds

1 J.Hadley	Austin 40 hp	1m10.2

Kettleby Hill, Hillclimb

16 July 1910 – 1 mile

1 G.H.Woods	Crossley 20 hp	1m04.4

Pateley Bridge, Hillclimb

17 September 1910

Open Class

1 E.Hoyle	TT Hutton

Closed Class

1 A.J.Hancock	Vauxhall 20 hp

Saltburn

? 1911

Pietro Bordini (Fiat S76) broke the World one-mile record at 116.15 mph during this race meeting.

Kop Hill, Hillclimb

13 May 1911 – Princes Risborough: 0.75 miles

1 J.van Hooydonk	Phoenix 10/12 hp	28.8s

Aston Hill, Hillclimb

20 May 1911 – Aston Clinton: 0.75 miles

1 G.O.Herbert	Singer 20 hp	

Shelsley Walsh “Open”, Hillclimb

10 June 1911 – 1000 yds

1 H.C.Holder	Daimler 58 hp	1m03.4

Style Kop, Hillclimb

8 July 1911 – nr Rugeley: 1200 yds

1 N.F.Bayliss	Sunbeam 12/16 hp

Pateley Bridge, Hillclimb

25 August 1911

Open Class

1 Joseph Higginson	La Buire 80/100 hp

Closed Class

1 N.F.Bayliss	Sunbeam 12/16 hp

Beacon Hill, Hillclimb

2 September 1911 – Woodhouse Eaves: 1433 yds

1 Christoher Bird	Napier 65 hp

Caerphilly “Open”, Hillclimb

14 October 1911 – 1194 yds

1 W.Graham	Daimler 35 hp

Aston Hill, Hillclimb

16 March 1912 – Aston Clinton: 0.75 miles

1 G.D.Pearce-Jones	Vauxhall	1m23.6

Hazelwood Hill, Hillclimb

4 May 1912 – Duffield

1 Edward Genna	Sunbeam 12/16 hp	1m09.8

Aston Hill, Hillclimb

8 June 1912 – Aston Clinton: 1 km

1 G.H.Woods	Crossley 20 hp	58.6s

Shelsley Walsh “Open”, Hillclimb

22 June 1912 – 1000 yds

1 Joseph Higginson	La Buire 13.6 litre 80 hp	1m08.8

Caerphilly Hillclimb

18-20 July 1912

18 July – Open Class

1	G.H.Woods	Crossley 20 hp	1m12.4

20 July – Closed Class

1	Miss Laura Starkey	Sunbeam 12/16 hp

Style Kop, Hillclimb

27 July 1912 – nr Rugeley: 1200 yds

1	G.H.Woods	Crossley 20 hp

Beacon Hill, Hillclimb

31 August 1912 – Woodhouse Eaves: 1433 yds

1	G.H.Woods	Crossley 20 hp	59.6s

Hazelwood Hill, Hillclimb

23 October 1912 – Duffield

1	Joseph Higginson	La Buire 80 hp	59.4s

Kop Hill, Hillclimb

15 March 1913 – Princes Risborough: 0.75 miles

1	A.G.Brown	Hispano-Suiza

Aston Hill, Hillclimb

24 May 1913 – Aston Clinton: 1 km

1	A.J.Hancock	Vauxhall 30/98

Shelsley Walsh “Open”, Hillclimb

7 June 1913 – 1000 yds

1	Joseph Higginson	Vauxhall 98 hp	55.2s

Style Kop, Hillclimb

14 June 1913 – nr Rugeley: 1200 yds

1	H.G.Day	Talbot 15 hp

Caerphilly “Open”, Hillclimb

21 June 1913 – 1194 yds

1	A.J.Hancock	Vauxhall	1m04.6

South Harting, Hillclimb

28 June 1913 – 1 mile

1 A.W.Lambert	Morgan monocar	1m33.4

Beacon Hill, Hillclimb

26 July 1913 – Woodhouse Eaves: 1433 yds

1 Percy Lambert	Talbot 25 hp	49.0s

South Harting, Hillclimb

August 1913 – 1 mile

1 Archie Frazer-Nash	GN

Pateley Bridge, Hillclimb

13 September 1913

Open Class

1 Leslie Hands	Talbot

Closed Class

1 H.Dunnington	Mass 15 hp

Kop Hill, Hillclimb

13 March 1914 – Princes Risborough: 0.75 miles

1 G.D.Pearce-Jones	Vauxhall 25 hp

Style Kop, Hillclimb

April 1914 – nr Rugeley: 1200 yds

1 J.F.Buckingham	Buckingham 12 hp

Pateley Bridge, Hillclimb

May 1914

1 S.T.Westall	AC 10 hp

Sutton Bank, Hillclimb

May 1914 – Yorkshire

1 S.Rollason	Singer 10 hp

Light Car Trial

4th-9th May 1914 – 1010 miles

The following completed the distance:
2 GWK 8 hp
10 Swift 7 hp
11 Swift 7 hp

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12 Swift 7 hp
18 Salmon
21 Hillman 9 hp
22 Singer 10 hp
24 Singer 10 hp
26 Standard 9.5 hp
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All of the above cars were awarded Gold Medals. The Light Car Trophy and 200 guineas was awarded to the number 22 Singer.

Known Retirements:

4	Pilot	
5	Arden	bent front stub-axle
6	Gordon	
14	Baby Peugeot	
15	AC	
16	Allday	
20	Hillman	sooted sparking plug
21	Hillman	
23	Singer	carburettor
25	AC	
30	Charronette	had to pick up extra petrol
33	Morgan-Adler	choked carburettor
34	La Ponette	loose clutch coupling
	GWK	magneto short circuited
	Cowey	Did Not Start
	Deemster	Did Not Start
	Omnium	Did Not Start
	DEW	Did Not Start
	JBS	withdrawn - faulty leather universal joint
	JBS	withdrawn - faulty leather universal joint
	DL	broke wheel
	Deemster	carburettor
	Sirron	gears
	Autocrat	
	Warne	engine seizure
	Morgan-Adler	gears
	Sirron	clutch and gears

32 cars started, ended in Harrogate. There were four classes: Class A, for cars costing 150 guineas or less. Class B, between 150 and 175 guineas. Class C, between 175 and 200 guineas. Class D, over 200 guineas.

Aston Hill, Hillclimb

16 May 1914 – Aston Clinton: 1 km

1	Leslie Hands	Talbot 25/50 hp

Kop Hill, Hillclimb

23 May 1914 – Princes Risborough: 0.75 miles

1	T.S.Coates	Singer 10 hp	56.0s

V Tourist Trophy

10-11 June 1914 – Isle of Man: 965.000 km (60.350 km x 16 laps)

1	4	Kenelm Lee Guinness	Sunbeam	10h37m49, 90.83 kph
2	19	Christian Riecken	Minerva	10h57m38
3	12	Léon Molon	Minerva	11h22m20
4	3	Richard S.Witchell	Straker-Squire	11h22m50
5	1	Jean Porporato	Minerva	11h40m44
6	8	W.O.Bentley	DFP 12/40	12h24m01

Fastest Lap: Kenelm Lee Guinness, 37m56.5 (95.44 kph)

Not Classified

20	S.Wright	Humber	13 laps/accident

21	Algernon Lee Guinness	Sunbeam	12 laps/driveshaft
6	A.John Hancock	Vauxhall 90 hp	12 laps/accident
11	Cecil Bianchi	Crossley	11 laps/clutch
23	Joseph Rütsch	Adler	11 laps/cylinder
2	Fred T.Burgess	Humber	11 laps/piston
14	Frank C.Clement	Straker-Squire	10 laps/piston
5	Richard Lisle	Star	7 laps/accident
16	Robert F.L.Crossman	Star	6 laps/radiator
9	Rene Berger	S.A.V.A.	3 laps/crankshaft
7	Philip Stapp	Adler	2 laps/engine
13	W.G.Tuck	Humber	2 laps/valve
18	Otto Goebel	Adler	2 laps/gearbox
15	Dario Resta	Sunbeam	1 lap/engine
17	William Watson	Vauxhall	1 lap/crankshaft
22	Joseph Higginson	Vauxhall	1 lap

Did Not Start

10	Toby Rawlinson	Hudson

This was a Formula Libre event.

Caerphilly Hillclimb

25th June 1914 – 1194 yds

Open Class

1	Leslie Hands	Talbot 25/50 hp	1m06.6

Closed Class

1	G.D.Pearce-Jones	Vauxhall 25 hp

? Class

1	W.O.Bentley	DFP

Porthcawl Sand Trials

27th June 1914

1 mile, standing start

1	Leslie Hands		68.97 mph
	Miss Cooper	Rolls-Royce	

Inter-University Races

30th June 1914 – Oxford and Cambridge Universities

Two lap Handicap

1	H.W.Cook	Isotta-Fraschini	83.42 mph	*scratch*
2	J.W.Read	Vauxhall		*scratch*
3	B.Sandeman	Mathis		*2m40s handicap*

Three lap Handicap

1	E.M.Knowles	Austin	55.03 mph	*3m36s handicap*
2	H.W.Cook	Isotta-Fraschini		*0m10s handicap*
3	J.W.Read	Vauxhall		*scratch*

One lap Handicap

1	E.M.Knowles	Austin	*1m16s handicap*
2	L.Martin	Singer	*0m34s handicap*
3	H.W.Cook	Isotta-Fraschini	*scratch*

South Harting, Hillclimb

11 July 1914 – 1 mile

1	N.S.Hinds	Berliet 25 hp	1m42.8

South Harting, Hillclimb

18 July 1914 – 1 mile

1	J.V.Carden	Carden cyclecar	1m25.0

Beacon Hill, Hillclimb

25 June 1914 – Woodhouse Eaves – 1433 yds

1	Algernon Lee Guinness	Sunbeam 1914 GP	43.6s

Style Kop, Hillclimb

27 July 1914 – nr Rugeley: 1200 yds

1	Leslie Hands	Talbot 20/30 hp	57.2s

Racing in Central and South America

Mexico City-Pueblo, Mexico

1902

This was the first Mexican auto event.

Peralvillo Hippodrome, Mexico

1903

This was the first auto race held at this venue.

Guadalajara-Jalisco, Mexico

1905

Result is not known.

Cuban Speed Week

13 February 1905

1 mile – World Record Attempt

Herbert W.Fletcher	De Dietrich	45.0s
Joe Tracy	Renault	

This set a World Record Time, but it was not recognised by the European authorities on the matter. Tracy's time was within three-fifths of a second of equalling the record for middleweight machines set by Hemery in Ostend in November. Two other Cuban drivers also attempted the mile. All of these records were held on a stretch of road between Guanjay and Artemisa, 30 miles from Havana.

1 km – World Record Attempt

Herbert W.Fletcher	De Dietrich	28.6s

Tracy did not start this event, having broken a gear during the flying start.

Other kilometre record attempts

5 km	Fletcher	De Dietrich	3m41.5
10 km	Fletcher	De Dietrich	5m57.0
20 km	Fletcher	De Dietrich	11m18.2
20 km	R.G.Mendoza	Mercedes 40 hp	21m13.0

These were all run in conjunction due to the approaching night.

These events were held prior to the big race detailed in the Grands Prix section.

Havana-San Cristobal, Cuba

22 October 1905 – 100 miles

Ran over the same course as the international race in January 1905. There were no finishers in this race – one car crashed into a culvert, one had a broken axle, and another was stopped by police after an exchange of shots, although there were no casualties.

Itapecerica Race, SP, Brazil

26 July 1908 - Itapecerica: 75 km (75 km x 1 lap)

1	Sílvio Álvares Penteado	Fiat	1h30m05	Class D
2	Jorge Haentjens	Lorraine-Dietrich	1h31m55	E
3	Jordano Laport	Renault	1h45m04	C
4	Paulo Prado	Berliet	1h51m28	C
5	Eduardo Nielsen	Griffon	1h54m48	A
6	Gastão de Almeida	Lorraine-Dietrich	1h57m45	D
7	Antonio Prado Júnior	Delage	2h00m48	B
8	Ferrucio Olivieri	Lion-Peugeot	2h05m15	B
9	Alípio Borba	Diatto-Clément	2h05m53	C
10	Frederico Otto	NAG	2h18m55	C
11	José Prates	Lion-Peugeot	2h30m33	B
12	Osvaldo Sampaio	Fiat	2h41m54	D
13	Procópio Ferraz	Griffon	2h42m00	A
14	Luís Moraes	Bayard-Clément	2h49m23	C
R	Fúlvio Bassi	Clément	Engine	C
R	Ricardo Vilela	Brown	Oil Leak	D
NS	Luís Prado	Sizaure-Naudin	broke wheel entering stadium	B
NS	Count Lesdain	Herald	crashed into stadium wall	C
NA	Count Lesdain	Brasier	crashed	

N.B.
1) Cars released every 8 minutes
2) 5 Classes:
Class A: Motorcycles
Class B: Voiturettes
Class C: Cars between 20 to 30 hp
Class D: Cars of 40 hp
Class E: Cars over 45 hp
3) First official race in Brazil.

The course started and finished in the Parque Antártica (now the site of the Palmeiras club), going via the Avenida Antártica (now the Avenida Francisco Matarazzo), the Rua Tabor (now the Rua Cardoso de Almeida), the Rua Cerqueira César (now the Rua Teodoro Sampaio), the Mercado dos Caipiras (Mercado de Pinheiros), the M'Boy Mirim (Embú), Itapecerica da Serra, Santo Amaro, the Caminho de Santo Amaro (Avenida Brigadeiro Luís Antonio), the Avenida Paulista, the Avenida Municipal (Avenida Dr Arnaldo) and back via the Rua Tabor.

Mexican Road Race

? March 1908 – ~100 miles

1	Locomobile 40 hp	3h20m

The race was nearly 100 miles long. The roads were in bad shape, and drivers frequently had to slow down because of the traffic going to market comprising of wagons and packs of burros. It was reported that the Locomobile broke the old record for the course by 21 minutes, which shows that the event had occurred before, but it is not known when, or what happened.

Malecoa, Havana, Cuba

20th March 1908 – 1.7 mile road course

1.7 miles - Runabouts

1	Winton 16-6	0:02:11.6

There were five other entries, the second car finishing 4 seconds behind the Winton. The last car was 31s behind.

São Gonçalo Race, RJ, Brazil

? 1909 - São Gonçalo: ?

1 Gastão de Almeida

Vuelta a la Ciudad de Mexico, Mexico

? 1909

The result is not known.

Hipódromo de La Plata, Argentina

21st November 1909 – 6 km

1 cylinder cars
1 Daniel Deletang

Formula Libre
1 Egisto Gismondi
Luis Meneghetti

Organised by the Organizado por la Sociedad Sportiva Argentina.

Hipódromo de Belgrano, Argentina

5th December 1909

Luis Meneghetti won a race here.

Mexico City-Pueblo, Mexico

December 1910 – 160 km

1	Chalmers 30	3h13m

This road race was run at Christmas, but the exact date is not known. This time was reported as being a new record for the route, which "beats the record set up last year by a 30hp car …. by 37 minutes." This indicates that the race was probably held in 1909 as well.

Almendares Hippodrome, Havana, Cuba

12 February 1911 – 1.125 mile dirt oval

6.75 miles

1	Candido Ruiz	Chalmers	0:08:22.4
2		Cottin-Desgouttes	
		Reo	
		Locomobile	
		Hudson	
		Stoddard-Dayton	
		Stoddard-Dayton	
		Clement	

Winning Chalmers was owned by Dr J.R. del Cueto of Havana. The winning Chalmers was awarded a large silver loving cup, a bronze statue, a gold watch fob especially for the driver, a case of champagne, a case of brandy, 250 cigars, $200 for the car owner and $100 for the driver!

Peralvillo Hippodrome, Mexico

February 1911

This meeting was originally to have taken place from the 18th-19th February, with Barney Oldfield to compete in his Blitzen Benz. He was contracted to take four cars with him (including his Darracq and Knox), and took Jim Jeffries (a freshly retired boxer) and Frank Chance (captain-manager of the Chicago National League baseball team) along. However, Oldfield was reported as leaving for Mexico City on the 19th, and the race result is not known. Oldfield was meant to leave Mexico City immediately after the races for Havana. No report of this has been found either.

Havana, Cuba

10 March 1912

R	Valverdi	Mercer 30 hp	fatal accident

Valverdi crashed through a fence and overturned, killing Valverdi and seriously injuring his riding mechanic. A report previewing the meeting suggested that Joe Matson, Bob Burman and McDonald were to attend. A report after the meeting said that Burman did attend, and that the meeting was run under the direction of E.A.Moross, Burman's manager (and former manager of Barney Oldfield).
A further race was to be held in Havana on the 7th April, but no further details are known about this. The report which mentioned this race also mentioned that meets were also run at Matanzas and San Diego de Cuba, but with no results. While waiting for the 7th April meet, E.A.Moross shipped some of his cars to South America for a meet there – no further details are known about this either.

National Automobile Endurance Run of the Argentine Republic

April 1912 – 1300 km

Juan Yrigoyen driving a Maxwell won this eight day event, achieving a perfect score. The route didn't include any hills, but encircled a large area of flat land with swamps and rough roads, some of which reportedly had never been travelled on by motor cars before. The contest was conducted by the Argentine Motor Club, under rules similar to those of the American Glidden Tour.

Guadalajara, Mexico

November 1912

1	J.Montes Moussier	Studebaker 20
2		Renault
3		Fiat

Mexican Independence Day Races

16th September 1913 – Chapultepec Castle

150 km

3	Cazaux	American 30

Free-for-all

1		180 hp
2	H.Geoffrey Fletcher	American 50 hp

The winner of the free-for-all was of European manufacture. The course went around the castle.

Buenos Aires-Mar del Plata Reliability Run, Argentina

1914 – 400 miles

1	Sanchez	Hupmobile

The event took place in the first third of 1914, as it was reported in the US on the 17th May. At one point the 15 entrants had the choice of making a long detour across the River San Porondon on a bridge or being towed across the river, which at this place was 500 feet wide. The Hupmobile driver instead wrapped the carburettor and magneto in oil paper and drove across instead, thus finishing six hours ahead of all of the others.

Hipódromo de San Martín, Argentina

3rd October 1915

The Campeanato de la Hora, organised by the Autómovil Club Argentino was held at the horse race venue in San Martín. Five races were held, of which Mario Filipini won two. However, in one of the later races Filipini's Fiat left the circuit, the driver sustaining fatal injuries. He was posthumously declared winner of the event, but he was not awarded the Copa Roth.

Havana, Cuba

20th May 1916

1			
2	Albert Guillot	National	
R	Maximo Herrera	Stutz	fatal accident

Herrera was killed when he collided with Guillot during the race. According to newspaper reports, Herrera was a "hero of the Negroes", and there were riots after the race in which Herrera's supporters sought to lynch Guillot. Herrera was also reported as having been the winner of the "recent" Guanajay automobile race, but no date and no further details are known about this event.

Merida, Yucatan, Mexico

December 1916

A Chevrolet 4-90 won a race in 2m30s, 10s ahead of the second placed car. The race was reported on the 10th December, but the exact date is not known. No other details are known either.

Mexico City, Mexico

8th April 1917

Nine people were killed in an auto race when a car belonging to José Santa Maria, the Cuban charge d'affaires and driven by Vicente Rodriguez, left the track in a corner and plunged into a crowd on the outside of the course. Twenty people were injured.

La Condesa, Mexico

April 1917

30 laps

1		Fiat	
R		Hudson Super Six	accident

General José Lechuga bet $20,000 that his Fiat could beat a Hudson Super Six backed by Phillippa Lauria. The Hudson lost a tyre on the 4th lap, but still led despite running on the rim until the final lap when it had an accident. The two cars met again the following Saturday.

30 laps

1	Amaury Munos	Hudson Super Six	0:51:17.6
2		Fiat	0:54:20.0
		Lancia	
		Hispano-Suiza	
		Packard	
		Peerless	

Free-for-all, Race 1

1	Glenn Breed	Hudson Super Six

Free-for-all, Race 2

1	Glenn Breed	Hudson Super Six

Other matters from Central and South America

- In a letter to the Bedford Gazette, PA, USA, published on the 27th March 1908, Corporal Vance L.Ealy of the US Marine Corps stated that a race track had been built by a stock company near Camp Columbia, Havana, Cuba.

- A race meeting was scheduled for the 25th December 1912 in Mexico City. No other details are known.

- The El Paso Auto Club applied to the AAA for a sanction for a 300 mile auto race to be run over the track of the Jockey Club Juarez, in Juarez, Mexico, during the last week of September. The track was a mile oval, and the promoters wished to bank the turns heavily to make them safer for racing. It appears as though the race didn’t take place.

Other European Events

This section documents the hillclimbs, trials and rallies which occurred in Continental Europe.

Austria

Automobile Run Through South Tyrol

27-29 August 1898 – 465.6 km

1	15	Wilhelm Bauer/Adalbert Hermann	Daimler 6 hp	
2	14	Wilhelm Werner/Josef Eduard Bierenz	Daimler 4 hp	
R	16	Baron Theodor von Liebieg	Benz 7 hp	
NS		*unknown*		
NS		Emil Jellinek	Daimler	Car could not be delivered in time

Ran alongside a bicycle race organised by the Austrian Touring Club. It started at Trafoi near the Stelvio Pass, and then went via Cortina d'Ampezzo to Bolzano.

Exelburg Hillclimb

21 May 1899 – Vienna: 14.000 km

1	Arnold Spitz	De Dion Bouton	29m29

Semmering Hillclimb

27 August 1899 – Vienna: 10.000 km

1	Arnold Spitz	De Dion Bouton	22m01

Trabrennbahn, Vienna

23 October 1899

Cars from 650 kg - 5500m

1	Theodor Freiherz von Liebig	Reffelsdorfer	
2	Hugo von Fischer	Reffelsdorfer	
3	Dr Euchanel	Bollee	

Cars from 450 kg and Motorcycles - 3300m

1	John E.Rirsch	Rhebus-Quad	5m35.7
2	Ernst Eidliss	Rhebus-Quad	
3	August Hoffmann	Hoffmann-Voiturette	

Handicap - Motorcycles and Voiturettes - 5500m

1	R.Echelbed	Graziola Motorcycle	8850m
2		Tandem Barcholovsky-Bor	8000m
3	Arnold Evig	Dion Tricycle	7100m

Handicap - Cars, 5500m

1	Dr Euchanel	Bollee	6750m
2	Wiesner	Bollee	7400m
3	Eirnhatschel	Reffelsdorfer	7100m

Exelberg Hillclimb

13 May 1900 – Vienna: 4.200 km

1	Louis Gasté	Darracq Perfecta	6m24.2

Semmering Hillclimb

8 September 1900 – Vienna: 10.000 km

1	Jakob Dietrich	De Dion Bouton	14m38.8

Exelberg Hillclimb

5 May 1901 – Vienna: 4.200 km

1	Otto Hieronimus	De Dion Bouton	6m45.0

Other Times

Ferdinand Porsche	Lohner-Porsche Electric	5m39.0

Semmering Hillclimb

22 September 1901 – Vienna: 10.000 km

1	Richard von Stern	Mercedes 35 hp	12m30.8
2	Werner	Mercedes	

N.B. - 20 starters, 19 finished

Exelberg Hillclimb

11 May 1902 – Vienna: 4.200 km

1	Jacob Dietrich	De Dion Bouton 8 hp	5m28.2

Semmering Hillclimb

7 September 1902 – Vienna: 10.000 km

1	Wilhelm Werner	Mercedes Simplex 40 hp	10m37.2

Exelberg Hillclimb

3 May 1903 – Vienna: 4.200 km

1	Otto Hieronimus	Spitz	5m32.4

Semmering Hillclimb

17 September 1903 – Vienna: 10.000 km

1	Hermann Braun	Mercedes 60 hp	8m47.6

Exelberg Hillclimb

8 May 1904 – Vienna: 4.200 km

1	Otto Hieronimus	Spitz 60 hp	4m29.4
2	Fritz Opel	Opel-Darracq	4m46.2

Semmering Hillclimb

25 September 1904 – Vienna: 10.000 km

Big Cars

1	Hermann Braun	Mercedes 90 hp	8m11.6
2	Duray	Darracq 80 hp	8m32.4
3	Willy Pöge	Mercedes 80 hp	8m38.6
4	Lancia	Fiat 75 hp	9m00.8
5	Mathis	Dietrich 60 hp	9m06.4
6	Truma	Bock & Hollender 60 hp	10m30
7	Latzel	Bock & Hollender 35 hp	14m36.2

Small Cars

1	Hieronimus	Spitz	8m52.4
2	Michl	Opel-Darracq	10m26
3	Maurer	Maurer-Union	11m50.6

Vienna-Breslau-Vienna Reliability Trial

17th-20th May 1905 – 817 km

Overall

Robert Milch	Opel-Darracq 8 hp	Won single cylinder car class
Josef Zeitlinger	Peugeot 10 hp	Won two-cylinder car class
Anton Spanner	Mercedes 24 hp	Won multi-cylinder up to 24 HP class
Dr Arnold Hildesheimer	Mercedes 60 hp	Won multi-cylinder over 24 HP class
R Carl Schönborn	Lohner Porsche 70 hp	
R Franz Quidenus	Boch & Hollender 60 hp	

There were 26 starters, 14 finished. Seven drivers achieved the highest points total, and Zeitlinger was declared overall winner by ballot. Milch was later disqualified, and William Brunnbauer (Baby Peugeot 6hp) declared the single cylinder class winner.

1 km Time Trial – Special Stage

1	Carl Schönborn	Lohner Porsche 70 hp	55s
2	Dr Arnold Hildesheimer	Mercedes 60 hp	+0.2s

Ecce-Homo

18 May 1905 – Sternberg: 4.000 km

1	Dr Arnold Hildesheimer	Mercedes 60 hp	4m57.0
2	Franz Quidenus	Boch & Hollender 60 hp	5m17.6
3	Carl Schönborn	Lohner Porsche 70 hp	5m19.4

Part of the Vienna-Breslau-Vienna Reliability Trial.

Semmering Hillclimb

17 September 1905 – Vienna: 10.000 km

1	Hermann Braun	Mercedes 100 hp	7m50.8

Vienna-Graz-Vienna Voituretten-Konkurrenz

1906

Robert Siercke	De Dion-Bouton	Won single cylinder car class
Ferdinand Bleiweiß	Peugeot	Won two-cylinder car class.

Semmering Hillclimb

10 June 1906 – Vienna: 10.000 km

1	Willy Pöge	Mercedes 60 hp	8m46.0
2	Fritz Erle	Benz	10m12.6
3	Carl Neumaier	Benz	10m44.0

Part of the Herkomer Contest

Semmering Hillclimb

23 September 1906 – Vienna: 10.000 km

1 Hermann Braun	Mercedes 120 hp	7m47.0

Internationalen Prüfungsfahrt für kleine Wagen

1907 - Vienna-Klagenfurt-Graz-Vienna - 750 km

Frits Fürst	De Dion-Bouton	Won single cylinder class
Robert Koch/Otto Betschlag	Opel	Won two-cylinder class
Ferdinand Bleiweiß	Peugeot	Won four-cylinder class

30 starters, 26 finished.

Riesberg Hillclimb

12 May 1907 – Graz: 6.000 km

1 Hans Schiller	Itala 40/45 hp	6m20.8

Semmering Hillclimb

22 September 1907 – Vienna: 10.000 km

1 Willy Pöge	Mercedes 120 hp	7m29.2

Internationalen Prüfungsfahrt für kleine Wagen

1908 - Vienna-Klagenfurt-Graz-Vienna: 750 km

16 cars in two classes started. Included cars of the following makes:
De Dion-Bouton
Piccolo
Peugeot
Opel
FN
Puch
Boch & Hollender
Laurin & Klement
FIAT

Robert Siercke	Puch	Won two-cylinder class in the Regularity contest
Fritz Fürst	FN	Won four-cylinder class in the Regularity contest
Josef Wetzka Sr		Won the mountain climb.

Fastest time on the Landscha Avenue speed test was Emil Rezler (Laurin & Klement), but he lost points on the rest of the journet.

Zbraslav-Jílovišt Hillclimb

25 March 1908 – Prague: 5.600 km

1 Carl Jörns	Opel 47/100 PS	3m55.4

Prague is in Austria? The twentieth century saw a great sea-change in politics and geography. At the beginning of the early twentieth century, what became Czechoslovakia was part of the Austro-Hungarian Empire, and only became a separate country after World War I when the Austro-Hungarian Empire was broken up into its constituent parts.

Bosnian Trial

May 1908

Cars which finished in the proscribed time:

Alfred Andreae	Adler	
Count Paul Draskovich	Laurin & Klement	
Theodor Dreher/Franz Seidl	Mercedes	*Seidl was the chauffeur*
Martin Ephraim	Mercedes	
Otto Käferstein	Opel	
Max Lauffer	Benz	
Wilhelm Opel	Opel	
Josef Wetzka Sr	Puch 9/10 PS with V2-engine	

Each of the above received a commemorative plaque.

There was a mountain climb at the Ivanpass at Sarajevo:

Count Paul Draskovich	Laurin & Klement	won the 2 litre class
Dreher/Seidl	Mercedes	won the class for cars over 7500cc
Eduard Engler	Opel	6m32.8s
Count Alexander Kolowrat	Laurin & Klement	9m45.2s
Max Lauffer	Benz	6m29.0s FTD

Engler suffered road penalties on the rest of the route. Lauffer suffered a pneumatic problem first time around on the hillclimb, and set his FTD on his second run.

Riesberg Hillclimb

31 May 1908 – Graz: 6.000 km

1 Hans Schiller	Itala	5m41.4

Semmering Hillclimb

20 September 1908 – Vienna: 10.000 km

1 Otto Salzer	Mercedes Semmering	7m23.6

Internationalen Prüfungsfahrt für kleine Wagen

1909 - Vienna-Trieste-Klagenfurt-Graz-Vienna: 1025 km

Penalty free finishers:

Count Alexander Kolowrat	Laurin & Klement
Count Paul Draskovich/Prince Ferdinand Montenuovo	Laurin & Klement
Karl Kollarz	Laurin & Klement
Paul von Satzger	De Dion
Robert Koch	Opel
Louis Obruba	Sizaire et Naudin
Eckerl	Piccolo
Heinrich Schimmelpfeng	Oryxwagen
Ferdinand Trummer	Boch & Hollender

Laurin & Klement won the team prize. 16 starters, 12 reached Trieste, 11 reached the end at Vienna.

Riesberg Hillclimb

23 May 1909 – Graz: 6.000 km

1 Franz Seidl	Mercedes	4m48.6

Semmering Hillclimb

19 September 1909 – Vienna: 10.000 km

1 Otto Salzer	Mercedes Semmering	7m07.0

Riesberg Hillclimb

15 May 1910 – Graz

1 Franz Heim	Benz 21.7 litre 200 hp

I Alpine Trial

26-29 June 1910 – 867 km

Count Alexander Kolowrat	Laurin-Klement	perfect score
Count Paul Draskovich	Laurin-Klement	perfect score
Otto Hieronimus	Laurin-Klement	perfect score
Robert Koch	Opel	perfect score
John Diehle	NAG	perfect score
Louis Obruba	Mathis	perfect score

Laurin-Klement won the team prize. Obruba won a 1500 Crown special award for the lowest petrol consumption on the event. There were 15 starters.

Zbraslav-Jílovišt Hillclimb

15 April 1911 – Prague: 5.600 km

1 Otto Hieronimus	Laurin-Klement	3m45.2

Riesberg Hillclimb

21 May 1911 – Graz

1 Franz Heim	Benz 21.7 litre 200 hp	4m16.2

II Alpine Trial

13-16 May 1911 – 1421 km

Eduard Fischer	Austro-Daimler	perfect score
Ferdinand Porsche	Austro-Daimler	perfect score
Heinrich Schönfeldt	Austro-Daimler	perfect score
Nikolaus von Popowicz	Austro-Daimler	perfect score
Severin Schreiber	Austro-Daimler	perfect score
Karl Vitak	NAG	perfect score
Fritz Hückel	Nesselsdorf	perfect score
Hans Ledwinka	Nesselsdorf	perfect score
Bush/Valentin Kadlczik	Coventry-Daimler	perfect score
Otto Hieronimus	Laurent-Klement	perfect score
Robert Deutsch	Puch	perfect score
August Horch	Audi	perfect score
Count Draskovich	Laurent-Klement	
Count Kolowrat	Laurent-Klement	
Hans Zeidler	Audi	
Alexander Graumüller	Audi	
Alec de Villeroy	Austro-Daimler	

51 starters, 41 finisers. Team Prize was won by Austro-Daimler. Route included hillclimbs at Katschberg and Loibl.

Internationales Strassenrennen Troppau - Mährisch-Ostrau

25 June 1911 – 20 km

Category 3, 1500cc

1	Graf Alexander Kolowrat	Laurin-Klement	18m20
2	Baron Leo Haan	Laurin-Klement	18m32.6
3	Karl Slevogt	Apollo	18m43.2
4	Strassila	Kolibri	24m20

Slevogt lost 4 seconds before starting

Category 4, 2000cc

1	J.Maurer	Apollo	15m03
2	Otto Rutz	Oryx	15m19.8
?	Graf Alexander Kolowrat	Laurin-Klement	
R	Otto Wolf	Puch	

Category 5, 3000cc

1	Lanner	Puch	12m44.4
2	Ritter von Koplinski	Austro-Daimler	15m19.8
3	Leopold Unger	Opel	17m59.2
?	Schimmelpfeng	Apollo	
?	Retinger	Opel	

Category 6, 4000cc

1	Otto Wolf	Puch	13m37.6
2	Knopp	Laurin-Klement	15m53

Category 7, 5000cc

?	Lanner	Puch	

Category 8, 6000cc

1	Wilhelm Ripper	Austro-Daimler	12m17.4
2	Eduard Fischer	Austro-Daimler	22m25.4
?	Severin Schreiber	Austro-Daimler	

Category 10, Unlimited

1	Lanner	Puch	11m44.6
2	Retinger	Mercedes	12m56.2

A speed trial located in what is now the northern Czech Republic, on the road between Opava and Moravska Ostrava

III Alpine Trial

16-23 June 1912 – 2364 km

Prince Elias of Parma	Austro-Daimler	perfect score
Count Heinrich Schönfeldt	Austro-Daimler	perfect score
Ferdinand Porsche	Austro-Daimler	perfect score
Archduke Karl Franz Josef	Austro-Daimler	perfect score
Giovanni Marcellino	Fiat	perfect score
Karl Bettaque	Fiat	perfect score
Prince Alexander Croy	Fiat	perfect score
Fritz Opel	Opel	perfect score
Robert Koch	Opel	perfect score
Carl Joerns	Opel	perfect score
Jean Pfanz	Benz	perfect score
Otto Philipp	Benz	perfect score
Max Lauffer	Benz	perfect score
Hermann Lange	Audi	perfect score
Alexander Graumüller	Audi	perfect score
Karl Dobner von Dobenau	Gräf & Stift	perfect score
Karl Köhler	Hansa	perfect score
Otto Hieronimus/Count Kolowrat	Laurin-Klement	perfect score
Louis Obruba	Mathis	perfect score
Willy von Gutmann	Mercedes	perfect score
Sylvain de Jong	Minerva	perfect score
Franz Seidel	NAG	perfect score
Johann Sirutschek	Praga	perfect score
Heinrich Luksch	RAF	perfect score
Franz Fuchs	WAF	perfect score
	Laurin-Klement	
	Laurin-Klement	
R Miss Helene Morariu-Andriewitsch	Puch	hit stone block leg 5
R James Radley	Rolls-Royce Silver Ghost	couldn’t climb Katschberg

85 starters, 72 finishers. Team prize was shared between Opel and Fiat. Radley retired due to incorrect gearing which meant that it couldn’t make it up the Katschberg hillclimb.

Zbraslav-Jílovišt Hillclimb

13 April 1913 – Prague: 5.600 km

1	Carl Jörns	Opel	4m24.8

IX Riederberg Hillclimb

1 June 1913 – Vienna: 4.000 km

1	Karl Slevogt	Appollo 17 hp	3m50.4

IV Alpine Trial

22-29 June 1913 – 2650 km

Curt Cornelius Friese	Rolls-Royce Continental	perfect score
Sylvain de Jong	Minerva	perfect score
Georg Paulmann	Horch	perfect score
Otto Hieronimus/Count Kolowrat	Laurin-Klement	perfect score
Walter Delmár	Benz	perfect score
Johann Sirutschek	Raaba	perfect score
Hermann Lange	Audi	perfect score
Alexander Graumüller	Audi	perfect score
Louis Obruba	Audi	perfect score
	Hansa	
	Hansa	
	Hansa	
	Horch	
	Horch	
	Fischer	
	Fischer	
	Fischer	
	Minerva	
	Minerva	
James Radley	Rolls-Royce Continental	
Ernest Walter Hives	Rolls-Royce Continental	
JK "Jock" Sinclair	Rolls-Royce Continental	
Mrs Helene von Stamati-Morariu	Puch	

Day 1 – Vienna-Salzburg.
Via Gloggnitz, Semmering, Mürzzuschlag, Niederalpf, Wegscheid, Purgstall, Amstellan, Enns, Wrls, Lambach.

Day 2 – Salzburg-Innsbruck
Via Pass Lueg, Radstadt, Radstädter Tauern, Katschberg, Spital, Lienz, Toblach, Franzensteste, Brennerpass.

Day 3 – Innsbruck-Riva
Via Imst, Landeck, Nauders, Reschenscheidegg, Merano, Bolzano, Trient, Tione, Storo.

Day 4 – Riva-Toblach
Via Rovereto, Trient, Broccone, Fiera di Primiero, Predazzo, Pordoi-Joch, Cortina.

Day 5 – Toblach-Trieste
Via Hermagor, Wurzen, Predil Pass, St.Lucia, Görz.

Day 6 – Rest day in Trieste

Day 7 – Trieste-Klagenfurt
Via Pinguente, Monte Maggiore, Mattuglie, Dornegg, Haidenschaft, Görz, Kirchhaim, Krainburg, Loibl Pass..

Day 8 – Klagenfurt-Vienna
Via Völkermarkt, Köflach, Stubalpe, Knittelfeld, Leoben, Mürzzuschlag, Semmering, Gloggnitz.

43 starters, 31 finishers. The Austrian motor manufacturers and traders signed an agreement to abstain from works participation due to the expense of competing. The Audi team just beat the Rolls-Royce team to the team prize.

Semmering Hillclimb

14 September 1913 – Vienna: 10.000 km

1 Sfetescu	Phänomobil 10 hp	12m39.4

Preiner Gscheid Hillclimb

28 September 1913 – Vienna: 5.7 km

1 Eduard Schlosser	Darracq 24 hp	9m02.0s

Prebichl Hillclimb

29 September 1913 – Vienna: 4.4 km

1 Eduard Schlosser	Darracq 24 hp	6m44.0s

Zbraslav-Jílovišt Hillclimb

5 April 1914 – Prague: 5.600 km

1 Franz Hörner	Benz 200 hp	3m28.2

V Alpine Trial

14-23 June 1914 – 2931 km

Baron Wladimir Steinheil	Gräf & Stift	perfect score	
James Radley	Rolls-Royce	perfect score	
Count Alexander Kolowrat	Laurin-Klement	perfect score	
Walter Delmár	Benz	perfect score	
Josef Zák	Praga	perfect score	
August Horch	Audi	perfect score	
Alexander Graumüller	Audi	perfect score	
Hermann Lange	Audi	perfect score	
Louis Obruba	Audi	perfect score	
Robert Muhri	Audi	perfect score	
Franz Henschel	Austro-Daimler	perfect score	
Prince Elias of Parma	Austro-Daimler	perfect score	
Anton Czech	Austro-Daimler	perfect score	
Martin Schneeweiss	Fiat	perfect score	
Giovanni Marcellino	Fiat	perfect score	
Karl Bettaque	Fiat	perfect score	
Sylvain de Jong	Minerva	perfect score	
Karl von Klinkosch	Minerva	perfect score	
Robert Koch	Opel	perfect score	
Albin Kappel	Hansa		
Ing Garais	Hansa		
Karl Köhler	Hansa		
Kendall	Austin 3160cc	14 pts	Silver medal
Tinsley Waterhouse	Vauxhall 3970cc	25 pts	Silver medal
H.M.Ainsworth	Hotchkiss	134 pts	Silver medal
Alfred Maynard	Cadillac		Silver medal
Mrs Boston/Frederic Bennett	Cadillac		Bronze medal
	Cadillac		Bronze medal
E.L.Roberts	Singer 1100		Bronze medal
Sir Edward Duncombe	Wolseley		
G.Slaney	Armstrong-Whitworth 3.8l		

75 starters, 50 finishers. The team prize was won by Audi. Featured the Katschberg and Turracher Höhe hillclimbs. It appears that Bronze medals were awarded to those that did make it to the end of the Trial despite being eliminated along the way.
Five competitors had completed the Trial three times without penalty – these were Graumüller, Lange, Obruba, de Jong and Kolowrat, and they were all awarded a replica of the Challenge Trophy.

Zirlerberg Hillclimb

14 July 1914 – Zirl: 5.280 km

1	Anton Köllensperger	Fiat 5.7 litre	9m28.0

Belgium

Malchamps Hillclimb

June 1900 – Spa: 5.700 km

1	Camille Jenatzy	Snoeck-Bolide 10 hp	8m14.8

Côte de la Citadelles

3 June 1900 – Namur

1	Lucien Hautvast	Vivinius

Ostende

3 September 1900 – Wellington Hippodrome: 2.700 km

Belgian voiturettes: 18.900 km, 7 laps

1	Martiny	23m30
2	Vasseur	
3	de Beukelauer	
4	Peschard	

There were 8 starters.

Tricycles: 21.600 km, 8 laps

1	Marcelin	21m08.1
2	Demester	
3	Henri Fournier	
4	Gaste	

There were 18 starters.

Wellington Prix: 13.500 km, 5 laps

1	Oury	19m27
2	van Langendonck	
3	Martiny	
4	Marcelin	

International race for voiturettes weighing no more than 400 kg. There were 20 starters – other starters included Deschamps, Manghan, Declerc and Vasseur.

Grand Prix Automobile d'Ostende: 50 km, 18.5 laps

1	"Levegh" (Alfred Velghe)	Mors	38m48.4
2	Philippe		
3	Broc		
4	de Crawhez		
	Camille Jenatzy	Bolide	
	Huguet	Peugeot 20 hp	
	Caillois/Renaux	Peugeot 15 hp	
	Roland		
	Déchamps		
	Guillaume		

Race was for cars over 400 kg.

The horse track featured 850m straights, and a grass surface which was watered and flattened.

Côte de la Citadelles

1 June 1902 – Namur: 2.500 km

1 Albert Roland	Nagant-Gobron 18 hp	

Malchamps Hillclimb

13 October 1902 – Sauvenière Hill, Spa: 5.300 km

1 Roland	Gobron-Nagant	4m32.4

Sarthe Hillclimb

20 June 1903 – Huy: 1 km

1 Marius Barbarou	Benz 60 hp	45.4s

Malchamps Hillclimb

5 September 1903 – Spa

5.000 km climb

1 Langlois	Vivinius	4m30.0

1 mile climb

1 Marius Barbarou	Benz 60 hp	1m20.0

Ostende

1 May 1904

1 km – flying start

Baron De Caters	Mercedes 90 hp	23s, 156.521 kph

Ostende Speed Week

18-25 July 1904

18th July: 1 mile, Standing Start

Small Cars

1 13 Edmond	Darracq	1m01.8

Light Cars

1 15 Hanriot	Clément-Bayard	0m56.6

Heavy Cars

1 25 Baras	Darracq	0m48.6
2 24 Rigolly	Gobron-Brillié	0m50.2
3 23 Le Blon	Hotchkiss	1m02

Touring Cars costing up to 4000 BFr

1 Gachet	Boyer	2m04.6

Touring Cars costing up to 6000 BFr

1 Fischer	Vivinius	1m27.6
2 Gabreau	Boyer	1m34.8
3 de Liedekerke	Vivinius	1m37.4
4 Trentelivres	Vivinius	1m55

Touring Cars costing up to 10,000 BFr

1 Landrin	Serpollet	1m30
2 de Breyne	Opel-Darracq	1m33.6
3 Poncelet	Vivinius	1m37
4 de Coninck	Excelsior	1m39.2
5 Hombach	Vivinius	1m49.4

Touring Cars costing up to 15,000 BFr

1 de Lamine	Rochet-Schneider	1m18

2	Kinet	Rochet-Schneider	1m19.6
3	Grégorius	Rochet-Schneider	1m23.4
4	Moerman	Rochet-Schneider	1m25.4
5	Dreye	Serpollet	1m30.6
6	van der Stegen	Clément-Bayard	1m33.4
7	Guders	Clément-Bayard	1m39.4
8	Freignac	La Buire	1m58.4

Touring Cars costing up to 20,000 BFr

1	Gasté	Automotrice	1m47.4
2	Mahien	Automotrice	1m58.2
3	Cordonnier	Mors	2m12
4	Langlois	Renault	2m28

Touring Cars costing up to 30,000 BFr

1	Delesalle	Charron, Girardot & Voigt	1m40.8

Touring Cars costing over 30,000 BFr

1	Baron de Caters	Mercedes	1m00.6
2	de Jochems	Mercedes	1m10.6

20th July: 1 km

Small Cars

1	13 Edmond	Darracq	0m30.4

Light Cars

1	15 Hanriot	Clément-Bayard	0m26.8

Heavy Cars

1	24 Rigolly	Gobron-Brillié	0m21.6
2	25 Baras	Darracq	0m22.6
3	23 Le Blon	Hotchkiss	0m25.2

Touring Cars costing up to 6000 BFr

1	Gabreau	Boyer	0m49.6
2	Fischer	Vivinius	0m50
3	Trentelivres	Vivinius	0m50.8
4	de Liedekerke	Vivinius	0m51.8

Touring Cars costing up to 10,000 BFr

1	Landrin	Serpollet	0m40.4
2	Hombach	Vivinius	0m49
3	Poncelet	Vivinius	0m49.8
4	de Breyne	Opel-Darracq	0m49.8

Touring Cars costing up to 15,000 BFr

1	Dreye	Serpollet	0m34.2
2	de Lamine	Rochet-Schneider	0m36.4
3	Moerman	Rochet-Schneider	0m41.6
4	Grégorius	Rochet-Schneider	0m42.2
5	Mulders	Clément-Bayard	0m48.6
6	Herman	A.Ruhl	0m53.8
7	Freignac	La Buire	0m54.8
8	van der Stegen	Clément-Bayard	0m56.8

Touring Cars costing up to 20,000 BFr

1	Deville	Serpollet	0m40.6
2	Mulders	Fiat	0m44.4
3	Cordonnier	Mors	0m46.2
4	Gasté	Automotrice	0m49.4
5	Mahieu	Automotrice	0m57.4

Touring Cars costing up to 30,000 BFr

1	Delesalle	Charron	0m50

Touring Cars costing over 30,000 BFr

1	Baron de Caters	Mercedes	0m30
2	de Jochems	Mercedes	0m35

Spa Sprint

27 July 1904 – 1 mile

1	Tart	Panhard	1m10
2	Lucien Hautvast	Pipe	1m17
3	Amblard	Hotchkiss	1m51.6
4	Lehmann	Métallurgique	2m03.6
5	Bostyn	Métallurgique	3m14.8

This was held in the morning, the Malchamps Hillclimb in the afternoon.

Malchamps Hillclimb

27 July 1904 – Spa: 3.5 miles

Heavy Cars

1	Lucien Hautvast	Pipe 60 hp	3m33.4
2	A.Fournier	Hotchkiss	3m51.4
3	Amblard	Hotchkiss	4m45
4	Bostyn	Métallurgique	8m44.4

Medium Cars

1	Guders	Clément-Bayard	4m12.6
2	Lehmann	Métallurgique	5m43
3	E.Dasse	Dasse	6m22.6

Light Cars

1	Grandjean	Renault	12m09.4

Spa Touring Car Race

28 July 1904 – Spa-Malchamps-Sart-Spa: 120 km (20 km x 6 laps)

Finishing positions, with average time for 1 lap

1	Lucien Hautvast	Pipe	0h39m58.6
2	Pety de Thozée	De Dion	0h40m02.6
3	Lehmann	Métallurgique	0h39m56.4
4	Steinbach	de Cosmo	0h40m04.4
5	Rosset	Gobron-Brillié	0h37m45.8
6	Bostyn	Métallurgique	0h35m09.2
7	Joostens	Clément	0h33m00.2
8	de Laminne	Rochet-Schneider	0h52m14.8
9	Cogels	Germain	1h05m46

Times were reported in Automobil Welt this way – I'm not sure why!

Côte de la Citadelles

29 August 1904 – Namur: 2.800 km

1	Hubert Le Blon	Hotchkiss

Chenée Hillclimb

9 August 1905

1	Victor Hémery	Darracq

Thiers des Crichtons "Crickions"

9 August 1905 – Liège: 1 km

1	Louis Wagner	Darracq	43.0s

Dinant Hillclimb

14 August 1905 – Dinant-Ciney: 1.000 km

1 Deplus	Pipe 35 hp	1m08.6

Malchamps Hillclimb

26 July 1906 – Spa

1 Lucien Hautvast	Pipe

Malchamps Hillclimb

26 May 1907 – Spa

1 Bourlard	Germain

Malchamps Hillclimb

21 July 1907 – Spa: 5x5.0 km

1 Busson	Nagant	33m24.4

Part of the Critérium Belgique.

Malchamps Hillclimb

15 September 1907 – Spa: 4x5.0 km

Part of the Coupe Pilette.

I Coupe de la Meuse – Béthane Hillclimb

June 1909 – Spa: 13 km

1 Théodor Pilette	Mercedes	5m48.3

II Coupe de la Meuse – Béthane Hillclimb

12 June 1910 – Spa: 13 km

1 Jules Springuel	Springuel 16 hp

III Coupe de la Meuse – Béthane Hillclimb

21 May 1911 – Spa: 13 km

1 Lucien Hautvast	Springuel 16 hp

Côte de la Citadelles

4 June 1911 – Namur

1 Félix Malisoux	Vivinius

Malchamps Hillclimb

23 September 1912 – Spa: 5.000 km

1 Théodor Pilette	Mercedes 16/45 Knight

IV Coupe de la Meuse – Béthane Hillclimb

25 September 1912 – Spa: 13 km

1 Wery	Nagant	

Sarthe Hillclimb

2 June 1913 – Huy: 1.000 km

1 Klinkhamers	Springuel-Impéria	48.1s

V Coupe de la Meuse – Béthane Hillclimb

23 August 1913 – Spa: 13 km

1 Derny	Springuel	

Denmark

Isløbet på Bagsværd Sø

?

Race event held on ice.

Kammeratskabsløbene

?

Race of friends.

I Skagensløb

9th-10th August 1913 – Kobenhavn-Skagen-Kobenhavn: 1050 km

Competitors had to drive across Sjælland, take the ferry to Fyn, and after crossing Fyn take a ferry to Jylland, before driving up to Skagen. The competitors then had to return to Kobenhavn.

II Skagensløb

24th-26th July 1914

III Skagensløb

31st July-1st August 1915

Politkens Bakkeløb

10 September 1916 – Rudersdal Bakke: 1 km

Class 13

1	112	K.Husum/Hjalmar Davidsen	Hudson Super Six	0:00:56.5

Bakke means hill, and it was located near Kobenhavn. There were over 100 vehicles taking part, and the Danish king, Christian X, turned up. Although he didn't officially take part, he completed the course in 1m04s. FTD was set by Houdinghous on an Excelsior 10 bhp motorcycle in 45.5s.

France

Pont de Neuilly-Grille du Bois de Boulogne-Pont de Neuilly

28th April 1887

Paul Faussier, editor of the magazine Le Vélocipède, organised a race for steam-engined tricycles. Bouton on his de Dion-Bouton Trépardoux tricycle was the only starter and completed the run without trouble.

Pont de Neuilly-Versailles-Pont de Neuilly

1887 – 31.80 km

Later in the year, Vélo-Sport organised an event which went from Pont de Neuilly to Pont de Suresne, then Ville d'Avray and to Versailles, before returning by the same route. De Dion competed on a new quadricycle against Bouton. Bouton led into Versailles, but missed the check point and continued onwards for some time before turning around. This allowed De Dion to win the event in a time of 1h14, 25.80 kph.

La Turbie Hillclimb

31 January 1897 – Nice: 17.000 km

1	Pary	De Dion Steam brake 15 hp	31m50

Ladies Race

11th June 1897 - Longchamp Hippodrome

First Elimination Run – 1 lap, 3.5 km

1	Léa Lemoine	De Dion-Bouton
2	Ellen Jouanny	De Dion-Bouton
3	Jane Boié	De Dion-Bouton

Second Elimination Run – 1 lap, 3.5 km

1	Bossu	De Dion-Bouton
2	Germaine Deverne	De Dion-Bouton
3	Hélène Darlile	De Dion-Bouton

Third Elimination Run – 1 lap, 3.5 km

1	De Grandval	De Dion-Bouton
2	Hellé	De Dion-Bouton

Final – 2 laps

1	Léa Lemoine	De Dion-Bouton	41.501 kph
2	De Grandval	De Dion-Bouton	
3	Bossu	De Dion-Bouton	

Organised by "L'Echo de Paris" newspaper – part of a cycling meeting.

Surosnes Hillclimb

14 February 1898 - Paris

1 Baron de Zuylen
2 Rene de Knyff

This was a match race between the two drivers for a small wager. De Zuylen was the president of the Automobile Club de France.

Chanteloup Hillclimb

27 November 1898– Chanteloup: 1.820 km

1	Camille Jenatzy	Jenatzy Electric	3m52

Course des Touristes

21 March 1899 – Nice-Colomars-Tourettes-Magagnoc-Nice: 85 km

Two seater cars

1	106 Emil Jellinek	Daimler	2h27m30
2	102 de Rothschild	Daimler	2h34m
3	129 Motocadre	Béridot et Petit	2h58m18
4	105 Mme Dhasty	Peugeot	3h13m55
5	115 Lucette	Panhard	3h25m30
6	131 Bérard		3h50m05
7	26 Baron Duquesne		3h52m50
8	122	Audibert-Lavirotte	3h57m50
9	111 Josserand		5h05m55

Four seater cars

1	103 de Rothschild	Daimler	2h40m30
2	120 Comte de Vos	Panhard	2h46m40
3	126 Clerissy	Peugeot	3h04m02
4	113	Lacroix	3h15m
5	104 de Fabregnes	Mors	3h34m05
6	108 Vauquelin	Peugeot	3h38m15
7	123 Delizy	Panhard	3h40m30
8	121	Audibert-Lavirotte	4h29m41
9	109	Lacroix	4h41

Six seater cars

1	119 Buissot	Delahaye	3h01m59
2	107 Dubois	Panhard	4h01m10

For touring cars.

La Turbie Hillclimb

24 March 1899 – Nice: 16.190 km

1	Albert Lemaître	Peugeot 17 hp	24m23
2	Giraud		26m40
3	Mouter		28m51
4	Loysel		28m53
5	Buissot		28m57
6	de Turckheim		30m47
7	Archdeacon		31m40
8	Koechlin		32m20
9	de Dietrich		33m34
10	Ed Georges		36m30
11	Schneider		41m36
12	Motocadre		42m43
13	Audiben-Lavirotte		43m00
14	H.de Rothschild		43m34
15	A.de Rothschild		46m34
16	Hachette		48m40
17	Roscoff		49m19
18	Brouhot		52m00
19	Lacroix		72m45
20	Guyenot-Balvay		91m51

Chanteloup Hillclimb

12 November 1899– Chanteloup: 1.820 km

1	Camille Jenatzy	Jenatzy Electric	3m10.4

Gaillon Hillclimb

3 December 1899 – nr Rouen: 1.000 km

1	Blake	American Automobile	1m45.6

Coupe Arthur de Rothschild, Hillclimb

12 March 1900 – Nice-La Turbie: 7.810 km

1	Prince Lubecki	Mercedes 35 hp	11m29

La Turbie Hillclimb

30 March 1900 – Nice: 17.000 km

Cars

1	22 Alfred Levegh	Mors 28 hp	19m02
2	4 Charron	Panhard 16 hp	19m15
3	5 Girardot	Panhard 12 hp	19m50
4	16 René de Knyff	Panhard 16 hp	20m21
5	19 Hourgières	Panhard 12 hp	21m12
6	30 Pinson	Panhard 12 hp	23m55
7	53 Koechlin	Peugeot 16 hp	37m45
8	48 Labouré	Parisienne 15 hp	39m50

Voiturettes

1	Théry	Decauville	31m21
2	Dubois		43m
3	Clérissy		47m30
4	Van Berendonck		63m55

Voiturettes (Touring Cars)

1	Ravenez	Decauville 6.5 hp	47m33

Touring Cars – up to 1000 kg

1	Von Liebig	Nesseldorf 6 hp	38m28
2	Cuenod		49m21

Touring Cars – over 1000 kg

1	Stead	Daimler 24 hp	32m22
R	Wilhelm Bauer	Daimler 24 hp	crashed – died the next day

Esterel Hillclimb

April 1900 – nr Cannes

1	Alfred Levegh	Mors 28 hp

Chanteloup Hillclimb

4 November 1900 – Chanteloup: 1.820 km

1	Henri de Rothchild	Daimler 24 hp	3m45.8

Gaillon Hillclimb

11 November 1900 – Rouen: 1.000 km

1	M.Brasier	Mors 24 hp	1m26.2

La Turbie Hillclimb

29 March 1901 – Nice: 15.500 km

1 Wilhelm Werner	Mercedes 35 hp	18m06.8

Val Suzon Hillclimb

June 1901 – Dijon

?

Laffrey Hillclimb

9 August 1901 – Grenoble: 6.550 km

1 Krauetler	Peugeot	17m00.0

Angers Hillclimb

10 October 1901 - Saint-Saturnin: 1.000 km

1 Sorin	Renault

Gaillon Hillclimb

17 November 1901 – Rouen: 1.000 km

1 Truffaut	Truffaut 12 hp	1m01.1

Bordeaux Hillclimb

23 November 1901 - ?

1 Garceau	Renault

Angers (Saint Saturnin) Hillclimb

1902

1 Poissard	1m41.2

I Coupe de Caters

14 April 1902 – Quatre Chemins: 1.000 km

1 Léon Serpollet	Serpollet steamer 20 hp	59.0s

La Turbie Hillclimb

7 April 1902 – Nice: 15.500 km

1 E.T.Stead	Mercedes Simplex 40 hp	16m37.6

Ablis Match Race

21 April 1902 – 10 km

It was reported in The Figaro that Henry Rothschild and W.K.Vanderbilt Jr held a match race on the Chartres Road, near Ablis, sixty kilometres from Paris. Both completed 1 km in 27s, and 6 km in 3m14s. Vanderbilt won after an accident prevented Rothschild from finishing.

Molineaux Hillclimb

May 1902 – Rouen

?

Plâtrières Hillclimb

4 May 1902 – Marseilles: 2.500 km

1	Henri Rougier	Turcat-Méry

Laffrey Hillclimb

20 July 1902 – nr Grenoble: 6.550 km

1	Armand	Darracq	10m00.0

Mont Ventoux Hillclimb

16 September 1902 – Avignon: 21.600 km

1	Paul Chauchard	Panhard 70 hp	27m17.0

Gaillon Hillclimb

21 September 1902 – nr Rouen: 1.000 km

1	Hubert Le Blon	Gardner-Serpollet Steam	40.8s

Château-Thierry Hillclimb

28 September 1902 – Reims: 1.000 km

1	Fernand Gabriel	Mors 60 hp	48.4s

Gaillon Hillclimb

12 October 1902 – nr Rouen: 1.000 km

1	Hubert Le Blon	Gardner-Serpollet Steam	36.0s

La Turbie Hillclimb

1 April 1903 – Nice: 15.500 km

1	Otto Hieronimus	Mercedes 60 hp	14m26.8
R	Count Eliot Zborowski	Mercedes	fatal accident

St Etienne Hillclimb

3 May 1903 – 7 km

?

II Coupe de Caters

August 1903 – Laffrey: 1.000 km

1	Louis Rigolly	Gobron-Brillié 100 hp	50.0s

Laffrey Hillclimb

9 August 1903 – nr Grenoble: 6.550 km

1	Louis Rigolly	Gobron-Brillié 100 hp	5m33.0

Deauville

10 September 1903 – 500 yard beach race

1	Beconnais	35.0s	*Light Car*
2	Leadre	38.2s	*Heavy Car*
3	Mme de Blon	38.6s	

Sixty vehicles started. Cars had a standing start, and had to come to a complete stop.

Mont Ventoux Hillclimb

20 September 1903 – Avignon: 21.600 km

1	Denjean	Richard Brassier 40 hp	25m25.0

Château Thierry Hillclimb

4 October 1903 – Reims: 1.000 km

1	Louis Rigolly	Gobron-Brillié 100 hp	45.2s

Dourdan Speed Trials

22 October and 5 November 1903 - Dourdan

Big Cars (1000 kg)

1	Arthur Duray	Gobron-Brillié	26.4s, 84.73 mph
2	Le Blon	Gardner-Serpollet	27.6s
3	Jeandré	Mors	29.6s
4	H.Loste	Noe-Boyer	36.2s

Heavy Cars (650 kg)

1	Danjean	Richard-Brasier 6.8 litres	30.8s
2	Brasier	Richard-Brasier	31.6s
3	76 René Hanriot	Clément-Bayard	32.2s
4	de Gosselin	Richard-Brasier	32.4s
5	Baras	Darracq	34.2s
6	de la Touloubre	Decauville	39.0s

Voiturettes (400 kg)

1	Wagner	Darracq	34.8s
2	Tavenaux	Passy-Thellier	36.2s
3	Combier	Richard-Brasier	37.6s
4	Barillier	Richard-Brasier	37.6s
5	Denis de Boisse	De Boisse	41.2s

Runs began on the 22nd October, but due to rain only some touring cars could compete. The rest competed two weeks later. The event was held over one flying kilometre on the road from St.Arnoult to Dourdan.

Gaillon Hillclimb

9 November 1903 – nr Rouen: 1.000 km

1	Louis Rigolly	Gobron-Brillié 100 hp	33.6s	
2	Pelzer	Gardner-Serpollet	36.8s	
3	Hanriot	Bayard	38.0s	*light car*
4	Le Blon	Gardner-Serpollet	38.2s	
5	Wagner	Opel-Darracq	40.0s	*voiturette*

Cannes Speed Week

13-20 March 1904

1 mile – Speed Trial, Standing Start

1	Alexander Burton	Gobron-Brillie 130 hp	46.2s
2	De Cesti	Mercedes 60 hp	48.2s
3	Durand	Mors	56.8s

15th March: 550 yds – Hillclimb

1	Alexander Burton	Gobron-Brillie 130 hp	33.4s
2	De Cesti	Mercedes 60 hp	36.0s

Average gradient was 8.3%.

III Coupe de Caters

1 April 1904 – Quatre Chemins: 500m Hillclimb, flying start

1	Arthur Duray	Gobron-Brillié 100 hp	26.0s
2	Rigolly	Gobron-Brillié	27.0s
3	Werner	Mercedes	28.0s
4	Braun	Mercedes	28.6s
5	Mark Mayhew	Napier 100 hp	30.0s
6	Flescher	Mercedes	30.2s
7	Jenatzy	Mercedes	30.2s
8	Warden	Mercedes	32.6s
9	De Cesti	Mercedes 60 hp	36.6s

Arras Speed Trials

25-28 May 1904

25th May: Cars

			1 Mile	1 km	Total
1	Béconnais	I.W.Darracq	1m00.2	30.2s	1m30.4
2	Wagner	Darracq	1m02.4	28.6s	1m31.0
3	Barras	I.W.Darracq	1m00.2	31.4s	1m31.6
4	Clément	Clément-Bayard	1m01.4	31.4s	1m32.8
5	Gabriel	de Dietrich	1m02.6	30.2s	1m32.8
6	Belzer	Serpollet	1m11.0	34.4s	1m46.4
7	Chanliaud	Serpollet	1m11.4	36.8s	1m48.2

25th May: Light Cars

1	Hanriot	Clément-Bayard	1m04.2	28.2s	1m32.4

25th May: Voiturettes

1	Billemain	Darracq	1m08.4	34.8s	1m43.2

26th May: 5 km, Standing Start

Cars

1	Gabriel	de Dietrich	2m36.6
2	Wagner	Darracq	2m43.6
3	Clément	Clément-Bayard	2m54.6
4	Belzer	Serpollet	2m56.4
5	Le Blon	Serpollet	2m57.4
6	Chanliaud	Serpollet	2m57.4

Light Cars

1 Barras	Darracq	2m53.0
2 Béconnais	Darracq	2m53.0
3 Hanriot	Clément-Bayard	3m02.8

Voiturettes

1 Villemain	Darracq	3m15.0

27th May: Doullens Hillclimb

1.000 km standing start

Cars

1 Wagner	Darracq	53.2s
2 Gabriel	de Dietrich	53.8s
3 Clément	Clément-Bayard	54.6s
4 Belzer	Serpollet	1m20.4s

Light Cars

1 Béconnais	Darracq	47.2s
2 Hanriot	Clément-Bayard	52.4s
3 Barras	Darracq	53.0s

Voiturettes

1 Villemain	Darracq	53.4s

500m flying start – Coupe de Caters

1 René Hanriot	Clément-Bayard	19.0s
2 Wagner	Darracq	19.2s
3 Béconnais	Darracq	21.2s
4 Villemain	Darracq	22.6s
5 Clément	Clément-Bayard	28.0s

28th May – Reliability Trial: 130 miles

This featured two flying km runs, one on the level and one uphill.

Flying level km

1 L.Serpollet	Serpollet	40.4s
2 Cordonnier	Renault	41.0s
3 Wattine	Peugeot	41.6s
4 Chenu	De Dion-Bouton	43.0s

Hillclimb

1 L.Serpollet	Serpollet	1m01.4
2 Deville	Serpollet	1m16.8
3 Wattine	Peugeot	1m22.0

Lyon Hillclimb

4 June 1904 – 4.5 miles

1	De Dietrich 24 hp	15m46.0

Part of the Rhone AC Touring Car Trials

Val Suzon Hillclimb

24 July 1904 – Dijon: 2.5 km

Single Cylinder Cars

1 H.Cottereau	Cottereau 7 hp	7m16

Two Cylinder Cars

1 Dr Morlot	Darracq 18 hp	6m29.6

Cars of three cylinders and over, 16 hp and under

1 Labelle	Cottereau 12 hp	5m01.4
= Paquette	Cottereau 12 hp	5m01.4

Cars over 16 hp

1	Vitalis	Rochet-Schneider 35 hp	2m46.4

Steam Cars

1	Serpollet	Serpollet 9 hp	2m40.0

Dauphiné Speed Week

4-6 August 1904

4th August: Touring car run - 320 km

1	Albert	Darracq
2	Vitalis	Rochet-Schneider
3	Garin	Rochet-Schneider
4	Verpilleux	Rochet-Schneider
5	Latune	Rochet-Schneider
6	Chamiot	Mors

Route was Grenoble-Gap-Embrun-Briançon-Coldre Lantaret-Vigille-Grenoble. There were 17 entrants.

4th August: Laffrey Hillclimb – 7 km

1	Vitalis	Rochet-Schneider	10m42
2	Ollion	Rochet-Schneider	10m54

5th August: Touring car run – 414 km

Route was Grenoble-Voreppe-La Chartreuse-Col du Ocheron-Les Echelles-Yenne-Col du chat-Le Bourget-Chambéry-Montmelion-Uriage.

Result of Hillclimbs (Laffrey & Col de Cucheron)

4 cylinder cars

1	Ollion	Rochet-Schneider	17m10
2	Garin	Rochet-Schneider	20m38
3	Verpilleux	Rochet-Schneider	21m03
4	Meyan	de Dietrich	25m26
5	Latune	Rochet-Schneider	26m14
6	Eparvier	Rochet-Schneider	28m01
7	Terray	de Dietrich	29m11
8	Albert	Darracq	31m08
9	Blanchet	Rochet-Schneider	31m29
10	Pilain	Pilain	32m54
11	Tremeau	Mors	33m24
12	Goudet	Renault	33m42
13	Thouvard	Pilain	35m41
14	Abry	de Dietrich	36m35
15	Chamoit	Mors	37m35
16	Pomayrol	Cottereau	47m42
17	Koechlin	Gobron-Brillié	50m45
18	Lapertot	Automoto	55m42
19	Kleber	Clément-Bayard	1h02m28

2 cylinder cars

1	Cormier	de Dion	35m45
2	Guérin	Renault	45m56

1 cylinder cars

1	A.d'Aiguebelle	de Dion	46m22

6th August: 500 km race and Cours d'Elegance

Mont Ventoux Hillclimb

28-29 August 1904 – 21.600 km

28th August: Touring Cars

1	Ollion	Rochet-Schneider	31m41.6
2	Collomb	Mors	33m50.0
3	Rablot	Mors	33m55.8
4	Eparvier	Rochet-Schneider	35m10.0
5	Heusselin	Rochet-Schneider	35m22.2

6	Cardinal	Darracq	43m21.2
7	Chazard	Darracq	50m15.4
8	Lamberjack	Griffon	51m17.6
9	Vimont	Ariès	54m00.0
10	Lapertot	Automoto	54m03.0
11	De Montaut	Peugeot	57m30.2
12	Aubert	Cottereau	1h15m44.0
13	Yourassoff	Peugeot	1h22m44.6
14	Donat	Cottereau	1h35m26.0
15	Sartre	Peugeot	1h37m03.0

29th August: Race Cars

1	5 Henri Rougier	Turcat-Méry	21m12.6
2	Duray	Darracq	21m41.0
3	Héméry	Darracq	22m26.0
4	Le Blon	Hotchkiss	22m29.8
5	Lancia	Fiat	23m05.8
6	Barras	Darracq	23m30.0
7	Hanriot	Clément-Bayard	26m08.6
8	Achille Fournier	Hotchkiss	26m13.0
9	Maurice Fournier	Wolseley	28m46.0
10	Albert	Darracq	29m59.0
11	Laurent	Richard-Brasier	34m00.0
12	Gaudermann	Clément-Bayard	36m02.0

Dourdan Speed Trials

3 October 1904

Racing Vehicles		1 km	1 mile
Motor Tricycles (over 50 kg)			
Tavenaux	Alcyon	33.2s	1m08.2s
Voiturettes (250-400 kg)			
De la Touloubre	Darracq	36.2s	1m15.6s
D'Hespel	Corre	47.2s	1m38.6s
Light Cars (400-650 kg)			
Hemery	Darracq	29.4s	59.8s
Coquard	Corre	39.2s	DNS
Heavy Cars (650-1000 kg)			
Baras	Darracq	25.2s	52.2s
Dufaux	Dufaux	30.4s	1m03.4s

Touring Vehicles			
Cars costing less than 4000 FFr			
Segny	Boyer	1m00.4s	2m14.4s
Marovrello	Crenache	1m17.4s	2m02.4s
Baillean	Baillean	1m12.2s	2m13.0s
Gachet	Boyer	1m05.0s	2m13.2s
Cars 5000-8000 FFr			
Gabreau	Boyer	0m57.2s	1m57.1s
Nielsen	Boyer	1m07.0s	2m07.0s
De Boisse	Denis-De Boisse	1m05.6s	2m09.4s
Cars 8000-10000 FFr			
Amand	Gardner-Serpollet	0m47.2s	1m35.0s
Dureteste	Boyer	0m56.2s	2m00.2s
Cars 12000-18000 FFr			
Pelser	Gardner-Serpollet	0m42.1s	1m38.2s
H.Loste	Boyer	0m53.2s	1m46.2s
Marnier	Radia	1m09.4s	2m33.2s
Cars 18000-24000 FFr			
Gaste	Radia	0m38.2s	1m21.4s
Cars over 24000 FFr			
Florio	Mercedes	0m39.2s	1m16.4s

Château Thierry Hillclimb

23 October 1904 – 1.000 km

Cars FFr 4000 and under		
1 Barreaux	Bolide	3m11.2
2 Bailleau	Bailleau	3m49.8
Cars FFr 4000-FFr 8000		
1 Vendel	Gardner-Serpollet	2m38.0
2 Meyer	Passy-Thellier	2m50.4
Cars FFr 8000-FFr 12000		
1 Amand	Gardner-Serpollet	1m52.0
2 Walcker	Chenard-Walcker	2m39.2
Cars FFr 12000-FFr 18000		
1 Pelser	Gardner-Serpollet	2m01.0
2 Cuchelet	Peugeot	2m13.0
Cars FFr 18000-FFr 25000		
1 Rulet	Gardner-Serpollet	2m05.4
Cars over FFr 25000		
1 De Larentie-Tholosan	Mercedes	1m42.4
Covered cars		
1 Barthelemy	Berliet	3m28

6th Gaillon Hillclimb

30 October 1904 – nr Rouen: 1.000 km

Heavy Cars		
1 Paul Baras	Darracq 100 hp	29.0s
= Louis Rigolly	Gobron-Brillié 100 hp	29.0s
2 Macdonald	Napier L48	29.4s
3 A.Fournier	Hotchkiss	32.6s
4 Le Blon	Hotchkiss	33.8s
5 Pelser	Gardner-Serpollet	36.2s
6 Chandliaud	Gardner-Serpollet	40.2s
7 Paul Faure	Mercedes	42.8s
Medium Cars		
1 Hemery	Darracq	32.6s
2 Hanriot	Clément Bayard	33.0s
3 A.Clément	Clément Bayard	40.0s
4 Coquard	Corre	59.8s
Light Cars		
1 De la Touloubre	Darracq	40.0s
2 Birnbaum	Corre	1m34
Touring Cars – Class A (12,000-15,000 Fr)		
1 Pelser	Gardner-Serpollet	1m27.6
2 Walcker	Chenard-Walcker	1m33
3 Marnier	Radia	1m44
4 Tony Huber	Tony Huber	1m57.6
5 Stern	Tony Huber	2m09.8
Touring Cars – Class B (15,000-18,000 Fr)		
1 Cuchelet	Peugeot	1m17.2
2 Robert	Richard-Brasier	1m27.4
Touring Cars – Class C (18,000-25,000 Fr)		
1 Rulot	Gardner-Serpollet	1m02.6
2 Gaste	Radia	1m04.6
3 Albert	Charron, Girardot & Voigt	1m56
Touring Cars – Class D (over 25,000 Fr)		
1 De Lareinty-Tholozan	Mercedes	49.0s
2 Graves	Mercedes	50.2s

Doullens Hillclimb

? 1905

1 Louis Wagner	Darracq 80 hp	

Limonest Hillclimb

April 1905

?

Aix-les-Bains, Plain-Palais

23 June 1905

1 Rothschild	Mercedes	

Aix-les-Bains, Col du Frêne

23 June 1905

1 Rothschild	Mercedes	

Tingry Hillclimb

15 July 1905 – Nord

1 Gruau	Renault	

IV Coupe de Caters

16 July 1905 – Doullens: 500m, flying start

1 Louis Wagner	Darracq 80 hp	15.2s

Boulevard Michelet Hillclimb

September 1905 – Marseille

2 Paul Bablot	Berliet	

Mont Ventoux Hillclimb

17 September 1905 – Avignon: 21.600 km

1 Alessandro Cagno	FIAT	19m30.0

Château Thierry Hillclimb

1 October 1905 – Reims: 1.000 km

1 Clifford Earp	Napier	28.2s

Gaillon Hillclimb

15 October 1905 – nr Rouen: 1.000 km

1	Pierre de Caters	Mercedes 120 hp	31.0s

Limonest Hillclimb

22 April 1906

1	J.Collomb	Mors 120 hp	2m28.2

Touraine Hillclimb

24 May 1906 – Langennerie, nr Tours: 300m

1	Duanip	Berliet 40 hp	26.4s

Lyon Hillclimb

July 1906

1	B.de la Roche	Sizaire-Naudin

Mont Lombert Hillclimb

20 July 1906 – Boulogne-sur-Mer: 1.000 km, flying start

1	Franchomme	Darracq	38.2s

Coupe de Caters, Hillclimb

20 July 1906 – Boulogne-sur-Mer: 0.500 km, flying start

1	Louis Wagner	Darracq	17.6s

Le Matin 6000 km Race

2-28 August 1906

Seven cars completed the route unpenalised, and the prize of 25,000 silver francs was split equally between them. The seven were:

8	Pellegrin	De Bouton 8 hp
10	Sire	Darracq 12 hp
13	Bardin	De Dion 12 hp
21	Paquette	Cottereau 13 hp
53	Renaux	Mercedes 50 hp
60	Didier	De Dion 24 hp
61	Dumont	Bayard-Clement 15 hp

Dumont was the first to reach Paris. The other finishers, in order of lateness (least late first), were as follows:

50	J.Dubois	Herald
17	Pelisson	De Dion
11	Siaud	Darracq
5	Pons	Mototri Contal
62	Dompmer	Bayard-Clement
59	Nieuport	Darracq

Other entrants included:

2		Vulcan
3		Vulcan
12	Vrignon	De Dion
14	Théry	Mercedes
20		Cottereau
40	Maringue	Lacoste-Battmann
43	Aublans	Darracq
45	J.Gobron	Gobron

The route, including overnight stops, was as follows:-
Paris - Deauville - Granville - Dinard - Brest - Nantes - Les Sables d'Olonne - Royan - Bordeaux - Biarritz - Pau - Bagneres-de-Luchon - Carcassonne - Avignon - Brioude - Clermont-Ferrand - Vichy - Lyon - Aix-les-Bains - Evian-les-Bains - Besançon - Gerardmer - Mezieres - Amiens - Boulogne-sur-Mer - Le Havre - Paris.

Mont Ventoux Hillclimb

16 September 1906 – Avignon: 21.600 km

1	Collomb	Rochet-Schneider	24m40.0

Gaillon Hillclimb

28 October 1906 – nr Rouen: 1.000 km

1	Algernon Lee Guinness	Darracq 129	25.0s

Course d'Origny Sainte-Benoite

4 November 1906 – 1 km hillclimb + 1 km sprint

Cars, 650-1000 kg

1	Lee Guinness	Darracq	1m00.4
2	Cecil Edge	Napier	1m06.8

Heavy cars, 400-650 kg

1	Demogeot	Darracq	1m08.4
2	Villemain	Bayard-Clément	1m20.0

Voiturettes, 250-400 kg

1	Vivet	Darracq	1m44.2

The meeting was organised by the newspaper Les Sports, and there were 54 starters.

III Limonest Hillclimb

21 April 1907 – Lyon: 3.740 km

1	Georges Deydier	Cottin-Desgouttes 70 hp	3m01.0

Montjeu Hillclimb

May 1907

1	Marze	Cottin-Desgouttes

Plâtrières Hillclimb

May 1907

?

Val Suzon Hillclimb

June 1907 – Dijon

1	Marze	Cottin-Desgouttes

Faucille Hillclimb

June 1907

1	Cyrille Cottin	Cottin-Desgouttes	

Le Critérium de France et Coupe de la Presse

3rd-6th August 1907

1	5	Eugène Renaux	Peugeot	4h32m56, 86.5 kph
2	44	Vimont	Westinghouse	4h36m35
3	11	Zelélé	de Dion-Bouton	4h44m46
4	10	Vrignon	de Dion-Bouton	4h48m40
5	19	Cyrille Cottin	Cottin-Desgouttes	4h53m13
6	43	Burkhardt	Westinghouse	4h55m53
7	2	L.Molon	Gladiator	4h57m12
8	40	Hérissé	Eugène Brillié	4h59m28
9	20	R.Latune	Cottin-Desgouttes	5h04m06
10	16	Dureste	Gobron Brillié	5h06m07
11	1	Vonlatum	Gladiator	5h06m07
12	17	Ambroise Vallée	Ariès	5h17m00
13	9	Baron de Marçay	de Dion-Bouton	5h23m24
14	33	Barriaux	Motobloc-Elastès	5h27m27
15	4	Louis Perret	Peugeot	5h52m05
16	41	Paul Rivière	Rebour	6h26m36
17	32	de la Touloubre	Gillet-Forest	9h51m

Did Not Finish

	18	Baron Petiet	Ariès
	42	Debray	Charron
	25	M.Cornilleau	Cornilleau & Sainte Beuve
	24	A.Morin	Cornilleau & Sainte Beuve
	21	H.Francès	Cottin-Desgouttes
	15	Sorel	Lorraine-Dietrich
	39	Rault	MGR
	7	Gasteaux	Mercedes
	12	d'Hespel/Deguingand	Vinot-Deguingand

A reliability run for touring cars carrying four passengers, supervised by Albert de Dion. The event was divided into two parts:

- *Le Critérium de France – a minimum average speed of 40 kph had to be maintained. It was split into three legs – leg 1 (Saturday) went from Paris to Clermont-Ferrand, leg 2 (Sunday) from Périgueux to Bordeaux, leg 3 (Monday) from Nantes to Lisieux for a total of 1450 km. There were several accidents on the Sunday, and the competitors went to Lisieux without being timed.*
- *Le Coupe de la Presse – a speed event in which fuel consumption was not to exceed 19 litres per 100 km. The results of this are shown above.*

There were two fatal accidents on the Sunday in which 7 people were killed. The first three were killed in car #35, a Martin & Le Thimmonier – they were Martin (co-director of La Société des Automobiles Sultan), Villemain and Charles Mataye (mechanic for Martin – his name may have been Metayère). The second accident killed Rouiller (or Roulier), a Peugeot dealer in Bordeaux, Faureau (or Faveau, or Fauveau), brother of the Hotchkiss dealer in Bordeaux, Amigues (or Amigne, or Armigues), sub-editor of "La France de Bordeaux et du Sud Ouest" and local correspondent of "L'Auto", and Luquin (or Lequin), photographer for "La Vie au Grand Air".

VI Mont Ventoux Hillclimb

15 September 1907 – Avignon: 21.600 km

1	Henri Rougier	Lorraine-Dietrich	19m30.4

I Mont Pilat Hillclimb

22 September 1907 – 8 km

1	Henri Rougier	Lorraine-Dietrich	6m20.0

La Cède Hillclimb

October 1907

2 Brisson	Cottin-Desgouttes	

Gaillon Hillclimb

20 October 1907

1 Frank Newton	Napier	26.6s

Château Thierry Hillclimb

29 October 1907 – Reims: 1.000 km

1 Jean Jespers	Pipe	44.4s

Evreux Hillclimb

3 November 1907 – 1.000 km

1 Hémery	Benz	48.0s

St Jean Hillclimb

9 March 1908 – Cannes

?		

Limonest Hillclimb

26 April 1908 – Lyon

1 Marze	Cottin-Desgouttes	2m50.0

Bormes-les-Mimosas Hillclimb

April 1908 – Toulon

13 de Werthanson	Cottin-Desgouttes	

La Baraque Hillclimb

17 May 1908 – Clermont-Ferrand: 5.000 km

1 Fouillaron	Grillet	10m34s

Montjeu Hillclimb

31 May 1908

1 Marze	Cottin-Desgouttes	

Faucille Hillclimb

June 1908 – Gex

1 Georges Deydier		

Plâtrières Hillclimb

28 June 1908 – Marseilles

1 Rossyno	Berliet	39.8s

Val Suzon Hillclimb

28 June 1908 – Dijon

1 Vitalis	Rossel	3m01.0

Mont Lombert Hillclimb

19 July 1908 – Boulogne-sur-Mer: 1 mile, standing start

1 Victor Rigal	Clément-Bayard	1m09.0

Mont Lombert Hillclimb

19 July 1908 – Boulogne-sur-Mer: 0.300 km, standing start

1 Victor Rigal	Clément-Bayard	16.2s

Mont Pilat Hillclimb

23 August 1908 – Lyon

?		

Calvaire Hillclimb

30 August 1908 – Trouville: 0.870 km, flying start

1 Rawlinson	Darracq	

Mont Ventoux Hillclimb

13 September 1908 – Avignon: 21.600 km

1 Paul Bablot	Brasier 120 hp	19m08.8

Gaillon Hillclimb

4 October 1908 – Rouen: 1.000 km

1 Paul Bablot	Brasier 120	26.2s

Château Thierry, Hillclimb

18 October 1908 – Reims: 1.000 km

1 Carl Jörns	Opel 34/65 PS	44.2s

Bormes-les-Mimosas Hillclimb

28 February 1909 – nr Toulon

3 Mouren	Cottin-Desgouttes	

La Turbie, Hillclimb

28 March 1909 – Nice: 9.000 km

1 Otto Lindpaintner	Sizaire-Naudin	6m00.4

Beausset Hillclimb

April 1909

1 Fontès	Cottin-Desgouttes	

Lyon Hillclimb

April 1909

1 Georges Deydier	Cottin-Desgouttes	

Montjeu Hillclimb

June 1909

2 Delaville	Cottin-Desgouttes	

Val Suzon Hillclimb

27 June 1909 – Dijon

1 Vénus	Clément-Bayard 1908 GP	2m51.8

Nancy Hillclimb

4 July 1909 – 1.000 km

1 Halut	Mors 100 hp	48.0s

Mont Lombert Hillclimb

19 July 1909 – Boulogne-sur-Mer: 1 mile

1 Carl Jörns	Opel 35/80 PS	1m12.4

Mont Lombert Hillclimb

19 July 1909 – Boulogne-sur-Mer: 0.300 km, standing start

1 Louis Gasté	Rossel	18.8s

VIII Mont Ventoux Hillclimb

5 September 1909 – Avignon: 21.600 km

1	Paul Bablot	Brasier 120 hp	18m41.0

Ballon d'Alsace Hillclimb

22 August 1909 – 9.000 km

1	Tournier	Pic-Pic	10m25s

Gaillon Hillclimb

3 October 1909 – nr Rouen: 1.000 km

1	Paul Bablot	Brasier 120 hp 1908 GP	23.4s

I French Reliability Trials

5-14 December 1909 – 2000 miles

Entrants:

1	Sizaire	Sizaire-Naudin
2	Marette	Sizaire-Naudin
3	Court	Sizaire-Naudin
4	de Marne	Gregoire
5	Anthoine	Gregoire
6	Cournat	Gregoire
7	Haye	Delage
10	Vaquette	Hurtu
11	Koening	Hurtu
12	Mazières	Fouillaron
13	Ravaud	Barré-Niort
14	Milpied	Barré-Niort
15	Fulgence	Barré-Niort
16	Rivat	Doriot-Flandrin
17	Deschamps	Doriot-Flandrin
18	Godefroy	Doriot-Flandrin
19	Mouton	Corre-La Licorne
20	Lefrançois	Corre-La Licorne
21	Collomb	Corre-La Licorne
22		Turicum
23		Turicum
25	Barriaux	Alcyon
26	Olivier	Alcyon
27	Tiercelin	Alcyon
28	Arnaud	Zenith
29	Bouteiller	Demeester
30	Pilain	Rolland-Pilain
31	Jourdan	Rolland-Pilain
32	Benard	Rolland-Pilain

29 cars competed, 16 finished without penalisation in the event held over fifteen consecutive days. Seals were placed on all vehicles by an official observer when they were checked in Suresnes, Paris, on the preceding Friday and Saturday. All cars were set off at one minute intervals, and had to travel at an average speed of no less than 25 kph. Each car had to carry a commissionaire. Not counting as break-downs were: tyre damage, lubrication, cleaning of a spark plug or plugged carburretor, tightening of screws/bolts, regulating of brakes, adjusting of chains, unforeseen shortage of oil or gasoline. Any other reason for a breakdown would prevent classification of the car. Cooling water could only be topped up once on each stage. After completion of each stage the cars were immediately locked up and returned to the drivers only at the beginning of the next stage the following day.

The routes were as follows:

5th December: Paris-Mantes-Evreux and return, 186 km
Ravaud broke a fan belt, Rivat lost points due to tightening his inlet manifold, and Godefroy lost points due to engine problems.

6th December: Paris-Rambouillet and return, 168 km

7th December: Paris-Chantilly-Compiègne and return, 175 km
Deschamps was penalised for exceeding the maximum time allowed.

8th December: Paris-Pontoise-Beauvais and return, 183 km
#23 was penalised for a broken brake lever. Ravaud and Milpied crashed into each other, and both suffered what may have been radiator defects. Arnaud was unable to complete the route.

Paris-Coulommiers-Sezanne and return: 200 km
Paris-Ablis-Chartres and return: 180 km
Paris-Fontainebleau-Sens and return: 220 km

Le Camp Hillclimb

January 1910 – Cuges, nr Marseille: 4.000 km

1 Jeansoulin	Cottin-Desgouttes	

Peugeot Cup, Hillclimb

June 1910 – 3.900 km

1 Bauerlin	Cottin-Desgouttes	

Mont Lombert, Hillclimb

21 July 1910 – Boulogne-sur-Mer: 0.5 km

1 Camille Jenatzy	Pipe	

Mont Lombert, Hillclimb

21 July 1910 – Boulogne-sur-Mer: 1 mile

1 Ferréol Jenatzy	Pipe	

Mont Ventoux Hillclimb

21 August 1910 – Avignon: 21.600 km

1 Georges Boillot	Lion-Peugeot 33 hp	21m30.4

Gaillon Hillclimb

2 October 1910 – nr Rouen: 1.000 km

1 Fritz Erle	Benz	23.0s

Limonest Hillclimb

21 May 1911 – Lyon

1 Georges Deydier	Cottin-Desgouttes	2m25.6

Pont de Bainethun Hillclimb

20 July 1911 – Boulogne-sur-Mer: 1 mile

1 Carl Jörns	Opel	1m11.2

Mont Lombert Hillclimb

20 July 1911 – Boulogne-sur-Mer: 0.300 km

1	Carl Jörns	Opel	15.2s

Val Suzon Hillclimb

June 1911 – Dijon

1	Georges Deydier	Cottin-Desgouttes

Mont Ventoux Hillclimb

6 August 1911 – Avignon: 21.600 km

1	Georges Deydier	Cottin-Desgouttes 100	19m45.4
2		Ford Model T	

There were 12 competitors.

Gaillon Hillclimb

1 October 1911 – Rouen: 1.000 km

1	Gasté	Rossel	32.8s

VI Limonest Hillclimb

15 May 1912 – Lyon

1	Georges Deydier	Cottin-Desgouttes	2m25.6

Mont Ventoux Hillclimb

11 August 1912 – Avignon: 21.600 km

1	Georges Boillot	Peugeot L76	17m46.0

Gaillon Hillclimb

6 October 1912 – Rouen: 1.000 km

1	Fritz Erle	Benz 21.7 litre 200 hp	22.0s

Laval Hillclimb, La Flèche

12 May 1913 – La Sarthe: 500m

1	Georges Boillot	Peugeot	25.0s

Saint Symphorien Hillclimb

25 May 1913 – Tours

1	Georges Boillot	Peugeot	21.8s
=	Grua	Bayard-Clément	21.8s

Limonest Hillclimb

26 May 1913 – Tours: 3.740 km

1 Fritz Erle	Benz 21.7 litre 200 hp	2m02.5

Mont Ventoux Hillclimb

24 August 1913 – Avignon: 21.600 km

1 Georges Boillot	Peugeot	17m38.0

Gaillon Hillclimb

5 October 1913 – Rouen: 1.000 km

1 F.Crespelle	Crespelle 3 litre	35.0s

Ceyreste Hillcimb

May 1914

1 Kiss	Cottin-Desgouttes

Other Matters from France

1 Newspapers carried reports in September 1897 that the Automobile Club of Paris was organising a race from Paris to St Petersburg. This race doesn't seem to have happened.

- The French Minister of Commerce and Industry of the Paris Exposition of 1900 announced in 1899 that automobile races would be held around the velodrome of Vincennes and around Lake Daumesnil in July, August and September. In February 1900 it was announced that the the races would be from 300 to 400 km, starting at Joinville-le-Pont in the Bois de Vincennes. Voiturette races, for cars not over 400 kg, were to race in August, small wagons and tricycles capable of carrying a maximum of 100 kg were to race in September, and in October heavy wagons and omnibuses weighing a minimum of 1250 kg were to race. However, the races were forbidden by the Prefect and the Premier at the beginning of May 1900.

- In 1900, the Prefect of the Department of Seine et Oise forbade automobile racing in his department on account of the constant accidents.

- The Automobile Club de France organised a members only race for the 8th June 1900. Each driver was not allowed to be accompanied by a professional driver or mechanic, and had to have a lady by his side, the idea being that this would stop the drivers from taking risks. The route went from Paris to Reims, and the prizes were baskets of champagne.

- The 1905 French Reliability Trials were held between Paris and Toulon at the end of May, according to the Boston Daily Globe. It reported that an Oldsmobile runabout won its class, and the trials were under the management of Henri Fournier.

Germany

I Königstuhl Hillclimb

31 March 1901 - Heidelberg

1	Heinrich Opel	Opel	23m00

II Königstuhl Hillclimb

26 October 1902 – Heidelberg: 4.500 km

1	Fritz von Opel	Opel-Darracq	10m15.0

Berlin-Leipzig-Berlin Reliability Run

8 May 1904

Long Course (Berlin-Leipzig-Berlin): 320 km

Finishers

2	W.Rings	Stoewer
3	P.Daedrich	de Dietrich
4	A.Hielle	Bugatti
7	E.A.Schmidt	Opel-Darracq
8	Dr Tust	Opel-Darracq
9	W.Krüger	Opel-Darracq
12	A.Euler	Naumann
13	Fischer & Abele	Alliance
15	Dr M.Oechelhäuser	Adler
6	A.Horch & Cie	Horch
11	A.Horch & Cie	Horch
17	A.Horch & Cie	Horch
18	Dietz	Horch

Non-Finishers

1	Louis Peter	de Dietrich
5	Georg Sorge	Dixi
10	L.Schlobach	Presto
14	H.Meier Jr	Adler
16	H.Riecken	Adler

Short Course (Berlin-Leipzig): 160 km

Finishers

19	E.Aug.Schmidt	Opel-Darracq
20	C.von Axelson	Adler
29	Panzer	Rex
27	E.Kotschenreuther	Union
21	Deutsche A.-Industrie	Rex Simplex
22	Deutsche A.-Industrie	Rex Simplex
23	Deutsche A.-Industrie	Rex Simplex
24	Deutsche A.-Industrie	Rex Simplex
25	Deutsche A.-Industrie	Rex Simplex
26	Deutsche A.-Industrie	Rex Simplex
28	A.Vercelli	Oldsmobile

Four of the Rex Simplex's also finished, but which ones?

Bahrenfeld Trabrennbahn, Hamburg

23 October 1904

4.000 km (1.333 km x 3 laps) - Light cars under 400 kg

1	Otto Hieronymus	Spitz 24 hp	3m15
2	Fritz Opel	Opel 16 hp	
3		Maurer 20 hp	

4.000 km (1.333 km x 3 laps) - Cars 400-650 kg, Luruper Fahren

1	Hémery	Darracq 40 hp	3m13
2	Jöhrns	Darracq	
3	Otto Hieronymus	Spitz 24 hp	
R	Fritz Opel	Opel	

6.500 km – International Race, Free Formula

1	Hémery	Darracq 40 hp	5m12
2	Willy Pöge	Mercedes 38 hp	5m18
3	Otto Hieronymus	Spitz 24 hp	5m35
	Westphal	de Dietrich-Bugatti 30 hp	
	Aichele	de Dietrich	
	Maurer	Maurer 12 hp	
	Fritz Opel	Darracq 20 hp	

Herkomer Konkurrenz (Herkomer Trial for Touring Cars)

11-16 August 1905

1	12	Edgar Ladenburg	Mercedes 40 hp
2	27	Hermann Weingard	Mercedes 40 hp
3	3	Willy Pöge	Mercedes 60 hp
4	36	Fritz Opel	Opel 35 hp
5	30	Fritz Werner	Clément-Bayard 35/45 hp
6	24	Hynek Ruzìcska	Mercedes 40 hp
7	15	Max Wild	Mercedes 28/52 hp
8	26	Julius Turck	Benz 40 hp
9	59	Alfred Teves	Adler 24 hp
10	72	Carl Löhr	Adler 24 hp
11	14	Bernhard Flinsch	Mercedes 40 hp
12	23	Eduard Scharrer	Benz 40 hp
13	57a	Graf Wilhelm Arco	Mercedes 24/28 hp
14	71	Arch Heres	Adler 24 hp
15	75	Anton Baur	Clément-Bayard 24 hp

Exposition, Beissbarth Automobil Halle, München – 11th August

Kesselbergrennen – 12th August

1	Willy Pöge	Mercedes	6m37.4
2	Fritz Werner	Mercedes	7m29.0
3	Willy Tischbein	Mercedes	7m39.0

Forstenrieder Park Rennen – 13th August

1	Willy Pöge	Mercedes	4m12.6
2	Willy Tischbein	Mercedes	4m43.6
3	Fritz Werner	Mercedes	5m00.4

München-Bruck-Augsburg-Ulm-Tübingen-Baden-Baden (371.8 km) – 14th August

Baden Baden-Stuttgart-Rothenburg-Nürnberg (330.4 km) – 15th August

Nürnberg-Regensburg-München (234.9 km) – 16th August

Race in München – 17th August

The event was named after Professor Hubert von Herkomer, and had 102 contestants with 26 finishers recorded, and was for Touring Cars. Two children were killed on the 15th August in Herrenalb, when a car rounded a corner and surprised them.

Kesselberg Hillclimb

13 August 1905 – Kochel: 5.000 km

1	Otto Hironimus	Mercedes 90 hp	5m34.6

Wartberg Hillclimb

1906 - Heilbronn

?

Königstuhl Hillclimb

22 April 1906 – Heidelberg: 7.000 km

1	Fritz Erle	Benz 40 hp	6m46.0

Herkomer Konkorrenz

5-12 June 1906 – Frankfurt am Main-München-Linz-Wien-Klagenfurt-Innsbruck-München: 1647.1 km

1	155	Dr Rudolf Stöss	Horch 18-20 hp
2	78	Fritz Erle	Benz 40 hp
3	18	Willy Pöge	Mercedes 60 hp
4	141	Heinrich Opel	Opel 22 hp
5	93	Carl Neumaier	Benz 40 hp
6	19	Hermann Weingand	Mercedes 70 hp
7	84	Theodor Dreher	Mercedes 90 hp
8	24	Bruno von Lengerke	Mercedes 70 hp
9	144	G.H. Wilhelm Uren	Priamus 20 hp
10	102	August Horch	Horch 40 hp
11	39	A.D. Grigg	Daimler

Exposition of the cars – 5th June

Frankfurt am Main-München (403.1 km) – 6th June

München-Linz (269.5 km) – 7th June

Linz-Wien (185 km) – 8th June

Wien-Klagenfurt (308.1 km) – 10th June

Semmering Bergrennen – 10th June
See Austrian race section.

Klagenfurt-Innsbruck (331 km) – 11th June

Innsbruck-München (150 km) – 12th June

Forstenrieder Parkrennen – 12th June

1	Dr. Rudolf Stöss	Horch	4m34.0
2	Carl Westphal	Germain Standard	4m46.0
3	Georg Betzin	Horch	5m06.0

Beauty contest

1	Wolfram Eschebach	Benz
2	Friedrich Wandesleben	Adler
3	Fritz Vogler	Adler
4	Joe Livingston	Adler

Sonderpreis

Miss Maud Manville	Daimler

Other Entrants (not mentioned above)

Percy P.Pierce	Pierce	
Arthur Blackburne		
Oscar Heymann		stopped at Wurzburg
Ladenburg		
Matnis		
Hönner		
Dreary		
Marino		
Prinz Heinrich of Prussia		

155 entries, 19 did not start, 98 finishers.

Friedrich Wandesleben struck a tree after rounding a curve, and Herr Schler, a representative of the competition committee who was riding in the car, was thrown out near Nürnburg on the 6th June. He fractured his skull, broke his back, and was knocked unconscious. On the first leg from Frankfurt to Munich, Kaiserbauer (a type of farmer) Baumgartner from Oberthal was killed when he drew up his horses when a car passed. The father of seven was thrown against a fence, and possibly died a few days later, because although the accident was happened on the 7th June, his death was not reported until the 12th. A German car killed a deaf old man near Melk on the 8th June.

Königstuhl Hillclimb

1907 – 4.400 km

1	? 40 hp	4m16.0

Wartberg Hillclimb

28 April 1907 – Heilbronn

1	Carl Jörns	Opel

Herkomer Konkorrenz

4-13 June 1907

Dresden-Eisenach-Mannheim-Lindau-München-Augsburg-Frankfurt am Main: 1818.7 km

1	9	Fritz Erle	Benz
2	169	Hans Aschoff	Métallurgique
3	21	Heinrich Opel	Opel
4	35	Bruno von Lengerke	Mercedes
5	92	Carl Neumaier	Benz
6	152	August Schmierer	Adler
7	109	Richard Benz	Benz
8	22	Fritz Dahmen	Opel
9	106	Julius Otto Mandl	Benz
10	119	August Horch	Horch
11	187	Alfred Kathe	Horch
12	159	Erich Grüning	Adler
13	18	Pfauz	Benz
14	44	Miss Dorothee Levitt	Napier
15	98	Wilhelm Opel	Opel
16	19	Edgar Ladenburg	Benz
17	170	K. von Ohlendorff	Germain
18	189	Dr. Rudolf Stöss	Horch
19	36	Hermann Weingand	Mercedes
20	151	Alfred Calmon	Adler

Exposition of the cars – 4th June

Dresden-Eisenach (359 km) – 5th June

Eisenach-Mannheim (337 km) – 6th June

Mannheim-Lindau (358.3 km) – 7th June

Lindau-München (221.9 km) – 8th June

Forstenrieder Parkrennen – 8th June

1	Hermann Weingand	Mercedes
2	Edgar Ladenburg	Benz
3	Heinrich Opel	Opel

München-Augsburg (221.1 km) – 10th June

Kesselbergrennen (5.0 km) – 10th June

See results below.

Schönheitskonkurrenz

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 1 E.F.Gütschow              Mercedes
 2 von Baruch                Gobron-Brillié
 3 Hermann Otto Mühlberg     Benz
 4 Paul Lehmann              Itala
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189 entries, 28 did not start, 109 finished. There were several accidents, one of which killed a spectator, seriously injured another, and resulted in a child losing its legs. Two cars crashed into trees.

Kesselberg Hillclimb

10 June 1907 – Kochel: 5.000 km

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 1 Hans Aschoff              Metallurgique               6m47.2
 2 Rittmester D.Spitzner     Benz
 3 Gustav Schürmann          Dixi
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I Prinz-Heinrich Fahrt

9-17 June 1908

Program and route:
8-6: Arrival and weighing of the cars in Berlin
9-6: Berlin - Stettin (currently Szczecin in Poland), 308.6 km
10-6: Stettin - Kiel, 392.2 km
11-6: Rest day in Kiel
12-6: Kiel - Hamburg, 318 km, including speed trial between Hohenwestedt and Itzehoe, 9 km
13-6: Rest day in Hamburg
14-6: Hamburg - Hannover, 313.9 km
15-6: Hannover - Köln, 330.3 km
16-6: Köln - Trier, 253.3 km
17-6: Trier - Frankfurt am Main, 288 km, including hill climb between Bacharach and Rheinböllen, 6 km
Total distance: 2201.3 km

Entry list (entrants are from Germany unless stated):

Nr	Entrant	Driver (where known)	Car	
1	Bernhard Stoewer Jr.		Stoewer	p
2	Emil Stoewer		Stoewer	
3	Martin Ehrhardt		Metallurgique	
4	Edmund Alexander Philippi (Gbr)		Lorraine-Dietrich	
5	S.J. Edge (Gbr)		Napier	p
6	Gustav Langen		Deutz	p
7	Gustav Langen		Deutz	
8	Gustav Langen		Deutz	
9	Ettore Bugatti		Deutz	
10	Otto Hermann Fritzsche		Opel	Not started
11	Victor Boelcke		Argus	Not started
12	Carl Schmitz		Benz	
13	Benno Brauda		Darracq	p
14	Theodor Dreher (Aut)		Mercedes	Not started
15	Hermann Weingand		Mercedes	Not started

16	Alfred Heinz (Esp)		Opel	Not started
17	Hugo Holtz		Opel	
18	Carl Opel		Opel	
19	Georg Günther		Presto-Rapid	
20	Hans Widner (Sui)		Safir	Not started
21	Ernst Bittner (Aut)		Süddeutsche AF	
22	August Euler		Opel	p
23	Walter Mitscherlich		Brasier	p
24	Hans Richter		Spa	
25	Alfred Teves		Adler	
26	Edgar Ladenburg	*	Benz	6th overall, Preis der Stadt Kiel
27	Dr. James von Bleichröder		Protos	
28	Prinz Franz Joseph von Bragança (Aut)		Protos	p
29	Oskar Heymann		Protos	p
30	Rudolf Ullstein		Protos	p
31	Julius Beutler		Martini	p
32	H. Buchholz		Adler	p
33	Richard Wolff		Adler	
34	Curt von Dambrowski		Benz	Not started
35	von Dulong		Benz	
36	Fritz Dahmen		Dixi	
37	Georg Schwarz		Dixi	Not started
38	Heinrich Wagner		Dixi	p
39	E.E.C. Mathis		Fiat	
40	Otto Marx		Itala	
41	B. Flinsch	*	Mercedes	10th overall, Stellinpreis
42	W. Jochems (Ned)	*	Mercedes	9th overall, Preis der Stadt Bremen
43	A. von Lüde		Mercedes	p
44	Willy Pöge	*	Mercedes	2nd overall, Preis der Stadt Frankfurt
45	Florian Rendel (Gbr)		Mercedes	p
46	Max Wild		Mercedes	p
47	August Rütgers		Neue AG	p
48	Eugen Soyter		Neue AG	p
49	Robert C. Westerman (Sui)		Peugeot	Not started
50	Hans Dorndorf		Renault	p
51	Emil Jeannin		Sun	p
52	H.I. Lüttich		Sun	p
53	L.H. Bahlsen		Züst	
54	Wolfram Eschebach		Züst	Not started
55	Waldemar Schlosshauer		Züst	
56	Herzog Ludwig in Bayern		Metallurgique	p
57	Ernst Büssing		Metallurgique	p
58	H. Treuherz		Dixi	p
59	Paul Dädrich		Panhard & Levassor	p

60	Nikolaus Dürkopp		Dürkopp	
61	Karl Friedrich von Esmarch		Dürkopp	
62	Hans Burger		Berliet	p
63	E. Chahancon (Fra)		Berliet	
64	Edmond Tissot		Berliet	p
65	Fritz Opel		Opel	p
66	Heinrich Opel		Opel	p
67	Frau M. Grützner		Mercedes	
68	Fritz Erle	*	Benz	1st overall, Wanderpreis des Prinzen Heinrich (Challenge Trophy of Prinz Heinrich)
69	Prinz Alfons von Isenburg		Benz	
70	Carl Neumaier		Benz	
71	Richard Spitzner		Benz	p
72	Christian Schmitz		Benz	
73	Carl von Axelson		Horch	p
74	Frau G. Eisenmann		Horch	
75	Robert Magerle		Horch	
76	P. Arthur Rowald		Horch	
77	H.S. Meyer		Lloyd	p
78	Josef Vollmer		Lloyd	p
79	Hermann Münz		Neue AG	p
80	Adolf Lissner		Darracq	
81	Landrat von Marx		Opel	p
82	Walter Selve		Opel	p
83	Freiherr von Entress-Fürsteneck		Adler	
84	Karl Heimstädt		Adler	p
85	Franz Heine		Adler	
86	Carl Löhr	*	Adler	5th overall, Preis des Frankfurter Automobil-Club
87	A. Paul	Paul Geller	Adler	3rd overall, Preis der Stadt Lübeck
88	Hugo Remy de Neufville		Adler	p
89	August Schmierer		Adler	p
90	F. Wandesleben		Adler	p
91	Amedé Hamoir (Bel)		Protos	
92	Frau L. Sternberg		Protos	p
93	Hans Aschoff		Metallurgique	p
94	Otto Aschoff		Metallurgique	Not started
95	Baron Gerard Nothomb (Bel)		Metallurgique	p
96	Heinrich Cifka (Boh)		Minerva	Not started
97	Arthur Henney		Minerva	
98	Alexander Prinz zu Hohenlohe Waldenburg-Schillingsfürst-Kaunitz (Boh)		Minerva	p
99	Anton Kienle		Minerva	
100	Willy D. Jessurun		Nagant	
101	Emil Mennecke		Adler	p

102	Alfred Ginzkey		Raf	p
103	Hugo von Klinger		Raf	
104	Oskar von Klinger		Raf	p
105	Freiherr Theodor von Liebig		Raf	Not started
106	Friedrich Mey		Neue AG	
107	Heinrich Wilkens		Neue AG	p
108	Carl Metzger		Metallurgique	p
109	Fritz Beschke		Dürkopp	p
110	C. Deilmann		Dürkopp	
111	Paul Fliess		Dürkopp	p
112	Otto Rose		Dürkopp	p
113	Berhard Sauerwein		Dürkopp	
114	Hans Weichsel		Dürkopp	p
115	Paul Ziegenbein		Dürkopp	
116	Max Hering		Rex-Simplex	p
117	Carl Richard		Rex-Simplex	p
118	Franz Knecht		Süddeutsche AC	p
119	Rudolf Notthafft		Süddeutsche AC	p
120	F. Komnick		Komnick	p
121	F. Komnick		Komnick	p
122	Artur Migeod		Komnick	p
123	H. von Kempski-Racoszyn		Windhoff	p
124	Ernst Windhoff		Windhoff	
125	Dr. Ludwig Opel		Opel	p
126	Wilhelm Opel		Opel	p
127	Max Bauer		Victoria	
128	A. Sporkhorst (Bel)		Hansa	
129	Eduard Küchler		Martini	
130	Adrien G. Piedboeuf (Bel)		Imperia	Not started
131	Adrien G. Piedboeuf (Bel)		Imperia	
132	Wilhelm Rings		Stoewer	
133	Heinrich Bender		Polyphon	Not started
134	Richard Benz		Benz	p
135	Ludwig Zimmern	B. v. Lengerke	Benz	4th overall, Preis der Stadt Köln
136	A. Horch	*	Horch	7th overall, Preis der Stadt Hamburg
137	Alfred Kathe		Horch	p
138	Freiherr von Löw		Horch	p
139	Dr. Stöss		Horch	8th overall, Preis der Stadt Hannover
140	Alexander Graf Kolowrat (Aut)		Laurin & Klement	p
141	G. Banzhaf		Neckarsulm	
142	Emil Lansche		Neckarsulm	
143	Ernst Schömperlen		Süddeutsche AF	p
144	Georg Wiss		Süddeutsche AF	p
*	*Car driven by entrant*			

p	*Awarded a commemorative plaquette*			

Results of the special trials

Speed trial of Itzehoe

1	Fritz Erle	Benz	4.42,8	Preis der Prinzessin Heinrich von Preussen
2	Willy Pöge	Mercedes	4.24,8 (it's faster than Erle…, probably due to the points system used (see below))	Preis des Grossherzogen von Mecklenburg-Strelitz
3	Paul Geller	Adler	5.07,2	Preis des Verkehrsvereins Kiel

Hill climb of Bacharach-Rheinböllen

1	Fritz Erle	Benz	4.27,2	Preis des Grossherzogen von Hessen
2	Willy Pöge	Mercedes	5.15,6	Preis der Erbprinzessin von Sachsen-Meiningen
3	Paul Geller	Adler	5.56,6	Preis der Stadt Trier

Country abbreviations:

Aut	Austria-Hungary
Boh	Bohemia (officially part of Austria-Hungary, but also at the Olympic Games they had a separate delegation)
Bel	Belgium
Ned	Netherlands
Gbr	Great Britain
Fra	France
Sui	Switzerland
Esp	Spain

Probably in the entry list not the nationality of the drivers, but their residence at the time of entering is given.

Eligible cars

The event is open for 4 and 6 cylinder cars with a capacity of 227 to 679 cc. The cars must have completed at least 2000 km in ownership of a member of an internationally recognized Automobile Club before the start. The cars must be fourseaters and must have a police permit for the participation in traffic on public roads. No advertising is allowed on the cars.

Points system

- 0.2 penalty points for every minute of involuntary delay caused by the car or part of it.
- 0.2 penalty points for every minute of repair on the car while driving.
- 0.2 penalty points for every minute of lateness at the start.
- For both of the special trials, for each car a target average speed is calculated (*formula unknown*).
- Speed trial: for every 0.1 percent under or over the target speed, 0.01 points are deducted or added, respectively.

- Hill climb: for every 0.1 percent under or over the target speed, 0.005 points are deducted or added, respectively.
- In case of ties, first the points obtained in the speed trial are deciding, then the points obtained in the hill climb.

I Hohe Sonne Hillclimb

6 September 1908 – Eisenach: 4.0 km

1	Aschoff	Metallurgique	3m43.8

Eschenau-Grossgeschaidt Hillclimb

27 September 1908 – Nürnberg: 1.800 km

1	Georg Klaussner	Piccolo 6 hp

II Prinz Heinrich Fahrt

? 1909

1	Wilhelm Opel	Opel	20.76 pts
2	Willy Pöge/A.Vischer	Mercedes	20.13
3	Christian Kittsteiner	Opel	19.78
4	Forchheimer	Benz	18.61
5	Ernst Sachs	Opel	18.56
6	L.M.Opel	Opel	17.96
7	Count Alex. Kolowrat	Laurin & Klement	17.65
8	F.Wandesleben	Adler	17.56
9	Adam Paul	Adler	17.08

Hohe Sonne Hillclimb

15 August 1909 – Eisenach: 4.000 km

1	Christian Kittsteiner	Opel	3m49.2

III Prinz Heinrich Fahrt

2-8 June 1910

1	Professor Ferdinand Porsche	Austro-Daimler	20.90 pts
2	Eduard Fischer	Austro-Daimler	20.51
3	Count Heinrich Schoenfeld	Austro-Daimler	19.59
4	Herbert Ephraim	Opel	18.96
5	Fritz Erle	Benz	18.56
6	Hugo Wilhelm	Adler	17.92
7	Theodore Pilette	Mercedes	17.88
8	Arthur Henney	Benz	17.79
9	Georg Günther	Presto	17.71
10	Dr Kiefer	Benz	17.66
11	Carl Neumaier	Benz	17.52
12	Siegfried Count Wimpffen	Austro-Daimler	17.40
13	Ernst Schoemperlen	Gaggenau	17.17

Genthin Special Stage

1 Eduard Fischer

Colmar Special Stage

1 Ferdinand Porsche

Kesselberg Hillclimb

21 August 1910 – Kochel: 5.000 km

1 Otto Bartsch	Brennabor 12-14 hp	

Run by the DMV Gau Sud-Bayern.

I Würgau Hillclimb

4 September 1910

1 Beer	Windhoff 2.6 litre	

Located at Schessslitz to the north-east of Bamberg.

II Würgau Hillclimb

3 September 1911

1 Otto Nenner	Hansa 1.5 litre	4m29.0

III Würgau Hillclimb

21 July 1912 – Bamberg

1 Otto Nenner	Hansa 6 hp	

Neumarkt-Deining Hillclimb

6 October 1912 – 3.000 km

1 Hans Leykauf	Mercedes 13.6 hp	3m38

Gabelbach Hillclimb

24 August 1913 – Ilmenau

1 Karl Slevogt	Apollo 8 hp	~4 mins

Eggberg Hillclimb

13 July 1913 – Säckingen: 5.500 km

1 E.Tréfeil	Martini	8m28.8

Oldenburg Hillclimb

14 September 1913

- Oryx Type 6/18 hp

Part of the Oldenburg Reliability Tour.

Sandplacken Hillclimb

9 November 1913 – nr Feldberg

1 Bauer	Adler 5/13 hp	

Deiningerberg Hillclimb

21 June 1914 – 3.000 km

Other Matters from Germany

- There was an international motor-race arranged for the 7th July 1907, according to the *Boston Daily Globe* of the 7th July 1907 in a report from Stuttgart, but it was officially forbidden. The Imperial Ministry of the Interior had announced that it was suppressing racing on public roads following the accidents on the Herkomer Konkurrenz.

- Emperor Wilhelm granted provisional approval on the 8th July 1907 to the decision by the German Automobile Club to construct a 50 mile long, 40 foot wide race track at Eifel in Rhenish Prussia. The finance for this would be sought from leading automobile firms and clubs. It wasn't built, but is a forerunner for what became the Nürburgring.

Other Events

Year	Date	Venue	Comments
1899	12th September	Berlin-Baumgartenbrück-Berlin	
1899	26th September	Berlin-Rheinsberg	
1899	28th September	Berlin-Zehlendorf	Elektromobile
1899	12th-18th October	1st Prüfung von Militärautomobilen	
1900	23rd-28th April	Berlin-Zehlendorf	Elektromobile
1900	6th May	Eisenach-Meiningen-Eisenach	
1900	28th May	Landesausstellungspark zu Berlin	
1900	17th June	Nürnberg-Bamberg-Nürnberg	
1900	24th June	Nürnberg-Kitzingen-Nürnberg	
1900	19th October	Dresden-Leipzig	
1900	19th October	Wurzen-Leipzig	Lastwagen
1901	10th June	Versuchshandicap zu Westend	
1901	16th June	Straßburg-Colmar-Straßburg	
1901	4th August	Eisenach-Meiningen-Eisenach	
1902	2nd March	1st Motorzweiradrennen Frankfurt Hippodrom	
1902	25th May	Mannheim-Pforzheim-Mannheim	
1902	21st June	Nürnberg-Würzburg	
1902	25th June	Breslau-Wien	
1902	23rd-24th July	Transportversuch Leipzig-Eisenach	Lastwagen
1902	26th October	Bergfahrt auf den Königsstuhl	
1903	10th May	Mannheim-Baden Baden	
1903	25th-27th May	Lastwagenprüfung bei Dahlwitz	
1903	13th September	Berlin-Wittenberg-Berlin	
1903	18th October	Bahnrennen zu Westend	
1904	9th-11th May	Wettwerb im Taunus	
1904	4th-5th June	Frankfurt am Main-Potsdam	
1904	13th-15th June	Breslau-Frankfurt am Main	
1904	29th August	Rund um Berlin	
1904	19th September	Stafettenfahrt Stuttgart-Berlin	
1905	14th-15th April	Berlin-Hamburg-Berlin	
1905	7th May	Durch den Schwarzwald	
1905	21st May	Konkurrenz bei Hannover	Pkw/Lkw
1905	27th-28th May	Berlin-Frankfurt am Main	
1905	2nd-3rd June	Eisenach-Berlin-Eisenach	
1905	3rd June	Köln-Oberursel	
1905	18th June	Bielefeld-Münster-Bielefeld	
1905	3rd August	Int.Bahnrennen zu Hamburg	
1905	12th-13th August	Bleichröderrennen	
1905	7th September	Zuverlässigkeitsfahrt im Taunus	
1905	25th-30th September	Lastwagenprüfung im Harz	
1905	7th-8th October	Fahrt durch Schleswig-Holstein	
1905	9th-14th October	Lastwagenprüfung	
1906	13th May	Hannover-Lüneburg-Hannover	
1906	13th May	Stuttgarts Umgebung	
1906	13th May	Bei Karlsruhe	
1906	19th-20th May	Durch Schleswig-Holstein	
1906	19th-20th May	Bei Köln	
1906	25th May	Rennen zu Nürnberg	
1906	5th-8th July	Fahrt durch Süddeutschland	
1906	13th-15th July	Westdeutsche Tourenpreisfahrt	
1906	17th-18th July	Bei Nürnberg	
1906	23rd-25th August	Gotha-Lüneburg-Bielefeld-Mühlheim	
1906	26th August	Rund um Berlin	

1906	26th August	Schwarzwald
1906	21st-23rd September	Herbstprüfungsfahrt für Räder und kleine Wagen
1906	29th-30th September	Bei Düsseldorf
1906	30th September	Bei Braunschweig
1906	25th November	Berliner Bremskonkurrenz
1907	2nd-3rd May	Kaiserpres-Rennen
1907	6th-8th May	Int.Tourenfahrt für leichte Kfz
1907	9th May	Rennen bei Hannover
1907	26th May	Bei Hannover
1907	11th-12th June	Taunus-fahrt
1907	28th July	Bei Zoppot
1907	7th-12th October	Int. Lastwagenprüfung Berlin-Quedlinburg-Berlin
1908	14th July	Automobilspiele zu Cranz
1908	19th July	Eifel-fahrt
1908	27th-29th July	Geimeinsame Übungsfahrt mit dem Österreichischen FAC.

Hungary

Johannesberg-Schwabenberg Hillclimb

14 May 1905 – 10 km

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Ireland

I Graphic Cup

July 1903 – Castlewellan

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 1 Humber
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Phoenix Park Sprint

4 July 1903 - Phoenix Park: 1 mile

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Class A1
 1 C.G.Garrard              Clement-Garrad              2m53.35

Class A
 1 Andrea Gommers           Gamage                      2m06.15
 2 Crundall                 Humber
 3 Furlong                  Werner

Class B
 1 C.G.Garrard              Clement-Garrard             2m01.0, 48.2 mph
 2 S.Wright                 Excelsior
 3 H.Prickett               Riley

Class C
 1 E.T.Baker                Duryea 10 hp                2m30
 2 Dr E.Lehwess             Durkopp 10 hp

Class D
 1 J.T.Overton              Georges Richard 24 hp       2m16.45
 2 Alec Govan               Argyll 16 hp

Class E
 1 J.W.Cross                Humber 20 hp                2m06.15, 46.5 mph
 2 Street                   Daimler 22 hp

Class F
 1 Douglas B. Hall          Wolseley 30 hp              2m13.35
 2 C.W.Hacking              Panhard 20 hp

Class G
 1 W.J.Warren               Gardner-Serpollet           only entry!

Class H
 1 Thery                    Décauville                  1m53.15, 62 mph
 2 A.Rawlinson              Darracq 30 hp

Class J
 1 J.E.Hutton               Mercedes 60 hp              1m28.35, 78 mph
 2 Baron de Forest          Mors 70 hp                  1m29.15
 3 Hon C.S.Rolls            Mors 80 hp                  1m29.45

Class K
 1 Baron de Forest          Mors 70 hp                  27.15s, 83 mph
 2 Hon C.S.Rolls            Mors 80 hp                  28.00s, 80.25 mph
 3 Louis Rigolly            Gobron-Brillié 100 hp       28.25s, 79.25 mph

Class L
 1     Baron de Forest      Mors 70 hp                  26.35s, 85.9 mph
 2   6 Fernand Gabriel      Mors 'Dauphine' 70 hp       26.45s, 85.5 mph
 3     Louis Rigolly        Gobron-Brillié              83.3 mph
 ? 155 Baron Turkheim       De Dietrich 45 hp

First Match Race: Hutton v Rolls, won by Rolls in 28.45s (79.25 mph)
Second Match Race: Hutton v de Forest, won by Hutton in 29.45s (75.25 mph)

Split into Classes:
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Class A1 - Motorcycles up to 70 lb, for a Gold Medal.
Class A - Motorcycles up to 114 lb for the Motor Cycle Cup.
Class B - Motorcycles up to 170 lb for the Motor Cycle Cup.
Class C - Touring car (up to £300 and carrying no more than two people) for the Madame Cup.
Class D - Touring car (up to £650 and carrying four people) for the Glidden Cup
Class E - Touring car (up to £1000 carrying four people) for the Johnson Cup.
Class F - Touring car (over £1000) for the Ochs Cup.
Class G - Steam cars of not more than £800 carrying a full compliment of passengers of Ten Guinea Cup.
Class H - Racing cars < 650 kg for the IAC 100 Guinea Dunlop Cup and Purse.
Class J - Racing cars up to 1000 kg for the IAC 200 Guinea Dunlop Cup and Purse.
Class K - For cars of any type under 1000 kg for the Daily Mail Cup over a flying 1 km.
Class L - For cars of any type, power or weight for The Autocar Cup over a flying 1 km.

Henry Edmunds Trophy, Hillclimb

7 July 1903 – Ballybannon Hill, Castlewellen: 600 yds

1	E.Campbell Muir	Mercedes 60 hp	32.4s
2	Hon Charles S.Rolls	Mors 80 hp	33.8
3	Wilhelm Werner	Mercedes Simplex 60 hp	36.0
4	Selwyn F.Edge	Napier 40 hp	37.6
5	Louis Rigolly	Gobron Brillié 100 hp	37.6
6	J.E.Hutton	Mercedes 60 hp	38.2
7	Herbert Austin	Wolseley 50 hp	39.0
8	A.Callan	Wolseley 45 hp	47.4

Times were measured to an accuracy of 0.2s.

Killorglin Hill, Hillclimb

15 July 1903 – Ballyfinane: 1200 yds

1	Charles Stewart Rolls	Mors 80 hp	1m01.8

Glendhu Hill, Hillclimb

1 October 1903 – nr Dublin: 7/8 miles

1	William Goff	Napier 12 hp	5m01.0

The Velvet Strand Sprint

6-7 September 1904 – Portmarnock: 1 mile beach sprint

6th September - Heat 1

1	Arthur Rawlinson	Darracq 40 hp	
2	Charles Rolls	Mors 100 hp	

Rolls finished the run firing on only two cylinders.

6th September - Heat 2

1	Algernon Lee Guinness	Darracq	
2	John Stocks	Napier 70 hp	

6th September - Heat 3

1	Arthur Macdonald	Napier 60 hp	56.0s
2	Maurice Egerton	Panhard 60 hp	

Macdonald set the fastest time for a one mile standing start

7th September – Heat 1

1	Charles Rolls	Mors 100 hp	57.4s
2	Algernon Lee Guinness	Darracq	

7th September – Heat 2

1	Arthur Macdonald	Napier 60 hp	56.4s
2	Arthur Rawlinson	Darracq 40 hp	

7th September – Final

1	Arthur Macdonald	Napier 60 hp	57.4s
2	Charles Rolls	Mors 100 hp	
3	Algernon Lee Guinness	Darracq	

7th September – Flying 1 km

1	Arthur Rawlinson	Darracq	28.8s

Course was slightly curved, with the cars and motorcycles starting the run on duckboards. The sprint consisted of several classes. The star billed drivers Selwyn Edge, Charles Jarrott, Jack Hutton and Mark Mayhew all failed to show, so replacements were found.

Glendhu Hill, Hillclimb

October 1904 – nr Dublin: 7/8 miles

1	William Goff	Clément 20 hp	3m15.0

Cultra Hillclimb

1905 – 700 yds

1	Robert Workman	Minerva	1m17.4

Glendhu Hill, Hillclimb

13 May 1905 – nr Dublin: 7/8 miles

1	Thomas Henshaw	Daimler	2m11.0

Glenmacnass Hillclimb

July 1905

1	Stanley Cochrane	Mercedes 60 hp	1m35.0

Callow Hillclimb

26 August 1905

1	Stanley Cochrane	Mercedes 60 hp	1m08.0

Cultra Hillclimb

1906

1	Robert Workman	Minerva	1m20.4

Gilnahirk Hillclimb

April 1906

1	T.H.Dunlop	Peugeot	1m33.6

Bangor Hillclimb

April 1906

1	S.Corry

Callow Hillclimb

16 June 1906

1	J.T.C.Moore-Brabazon	Minerva 22 hp	2m21.8

Part of the Irish Reliability Trial

Ballynaslaughter Hillclimb

4 August 1906 – 2522 yds

1	Frank Bolton	Daimler	2m24.0

Bangor Hillclimb

April 1907

1	Alan F.Craig	Daimler	59.6s

Cultra Hillclimb

1907 – 700 yds

1	H.C.Craig	Daimler	1m15.4

Graiguenamanagh Hill, Hillclimb

24 May 1907 – 1718 yds

1	Thomas Henshaw	Daimler 35 hp	1m49.6

Part of the Irish Reliability Trials

Delmege's Glen, Hillclimb

25 May 1907

1	J.P.Goodbody	Peugeot 10/12 hp	9m19.0

Hollywood Hill, Hillclimb

25 May 1907 – 1 mile 71 yds

1	Thomas Henshaw	Daimler 35 hp	2m03.6

Part of the Irish Reliability Trials

Altidore Hillclimb

July 1907 – 1284 yds

1	Thomas Henshaw	Daimler 35 hp	1m51

Ballynaslaughter Hillclimb

27 July 1907 – 1 mile 775 yds

1	Thomas Henshaw	Daimler 35 hp	2m28.4

Carnmoney Hillclimb

1908

1 H.Ferguson	Argyll	1m10.0

Glendun Bridge, Hillclimb

1908 – Ballycastle

1 I.G.Davidson	Ford	7m45.2

Hollywood Hill, Hillclimb

May 1908 – 1 mile 71 yds

1 F.G.Cundy	Napier 60 hp	1m46.8

Part of the Irish Reliability Trial. A Ford Model N won its class.

Ballynaslaughter Hillcimb

May 1908 – 1.5 miles

1 Thomas Henshaw	Daimler 48 hp	2m30.4

Part of the Irish Reliability Trial. A Ford Model N won its class.

Rossbergh Sands Speed Trial

May 1908

A Ford Model N won its class. Part of the Irish Reliability Trial.

Garvagh Hill, Hillclimb

July 1908 – Enniskillen: 0.75 miles

1 Thomas Henshaw	Daimler 48 hp	1m03.2

Ballynaslaughter Hillclimb

21 August 1908 – 1 mile 775 yds

1 Selwyn F.Edge	Napier 60 hp	2m07.6

Bangor Hillclimb

October 1908

1 Harry Ferguson	Argyll	54.8s

Cultra Hillclimb

1909 – 700 yds

1 Edwin Craig	Itala	53.0s

Newport Hillclimb

1909 – Limerick

1 E.Archdall	De Dion 10 hp	

Bangor Hillclimb

April 1909

1 S.Corry	Stanley Steamer	54.2s

Farmer's Hill, Hillclimb

May 1909

1 G.A.Phillips	Humber	2m11.8

Part of the Irish Reliability Trials

Greenan Hill, Hillclimb

May 1909 – Speenogue: 1363 yds

1 G.A.Phillips	Humber 16 hp	

Magheramore Hillclimb

August 1909 – Larne

1 E.Graham	Vauxhall	1m11.0

Bangor Hillclimb

1910

1 E.Graham	Talbot	59.0s

Cultra Hillclimb

1910 – 700 yds

1 J.W.Scott	Standard	50.6s

Magheramore Hillclimb

1910 – Larne

1 E.Graham	Talbot	1m03.6

Cultra Hillclimb

1911 – 700 yds

1 Charles Hurst	Chambers	52.4s

Craigantlet Hillclimb

24 May 1913 – Belfast: 1.25 miles

1	Harry Ferguson	Vauxhall 25 hp	1m43

Ballinascorney Hillclimb

1914

1	E.J.Roberts	Singer	2m19.0

Part of the Irish Reliability Trial

Glendhu Hill, Hillclimb

27 May 1914 – 7/8 mile

1	Jules Nardini	Nardini	2m05.0

Part of the Irish Light Car Trial

Italy

Piacenza Sprint

16 August 1899 - Pista del Trotto: 4.824 km (6 x 0.804 km)

1	Bartolomeo Orio	Orio-Marchand	9m58s, 29.041 kph

Brescia Sprint

10 September 1899 - Torno della Città: 6 km

1	Toussaint	Mors	7m59s, 45.094 kph
2	Marco Conti	Mors	8m33s
3	Emile Laporte	Orio-Marchand	9m22s

Treviso Sprint

29 October 1899 - Ippodromo: 3 km

1	Agostino Tozzi	Bollée Voiturette	4m00s, 45.000 kph

Madonna del Pilone Hillclimb

21 April 1900 - Pino Torinese: 5 km

1	Phil Stead	Daimler 24 hp	9m28s
2	Cuchelet	Peugeot 20 hp	10m42s

Tricycles

1	Count Carlo Biscaretti	Phénix 2.75 hp	8m36s

Turin Sprint

23 April 1900 - Turin Horse Track: ? km

1	Giovanni Agnelli	Phénix Vetturette

Asti Sprint

29 April 1900 - Asti Horse Track: ? km

1	Paul Chauchard	De Dion-Bouton Voiturette

Bologna Sprint

27 May 1900 - Zappoli Horse Track: 1 mile

1	Luigi Storero	Phénix Vetturette	2m01s

Padua-Bovolenta Sprint

2 July 1900 - Padua-Bovolenta: 10 km

1	L.Gasté	Perfecta-Soncin Tricycle	8m02.0s
2	Ettore Bugatti	Prinetti-Stucchi Quadricycle	10m03.0s
3	Vincenzo Lancia	FIAT 6 hp	10m12.8s

Brescia Sprint

9 September 1900 - Brescia: 5 km

1	Camillo Monti	Prinetti-Stucchi Quadricycle	4m06.0s
2	Alberto Franchetti	Panhard 12 hp	4m40.0s
3	Virginio Benedetti	Benedetti-Prinetti Quadricycle	5m04.0s
=	Attilio Caffaratti	Soncin-Darracq Quadricycle	5m04.0s
5	Vincenzo Lancia	FIAT 6 hp	5m14.0s

Tricycles
1 Soncin
2 L.Gasté
3 Ettore Bugatti
4 Nagliati

Padua-Bovolenta Sprint

28 June 1901 - Padua-Bovolenta: 10 km

1	Ugobaldo Tonietti	Panhard 30 hp	6m39.0s

Padua Sprint

29 June 1901 - Padua: flying 1 km

1	L.Gasté	Soncin Tricycle	43.2s
2	Guido Adami	Panhard 16 hp	51.0s
3	Ugobaldo Tonietti	Panhard 30 hp	52.4s

Udine Sprint

11 August 1901 - Udine: 10 km

1	Edoardo Corinaldi	Ceirano Vetturette	9m49.0s

Tricycles
1 Emilio Monici
2 Virginio Benedetti

Livorno Sprint

26 August 1901 - Livorno: 1 km

1	Felice Nazzaro	FIAT 12 hp	25.0s

Tricycles
1 Osmond De Dion-Bouton

Saluzzo Sprint

8 September 1901 - Saluzzo: 10 km

1	Luigi Storero	FIAT 12 hp	11m20s

La Consuma Hillclimb

15 June 1902 - La Consuma: 15.1 km

1	Ugobaldo Tonietti	Panhard 16 hp	25m18s
2	Ettore Nagliati	De Dion-Bouton 8 hp Voiturette	31m00s
3	Cleto Calosi	Florentia 8 hp Vetturette	33m40s

Tricycles

1	Nourry	De Dion-Bouton	24m30s

Sassi-Superga-Turin Hillclimb

23 June 1902 - Sassi-Superga-Turin: 4.5 km

1	Vincenzo Lancia	FIAT 24 hp	6m00s
2	Carlo Adolfo Billia	Mercedes 35 hp	6m43s
3	Luigi Storero	FIAT 12 hp	7m07s
4	Giovanni Marsaglia	FIAT 12 hp	9m11s
5	Matteo Ceirano	Ceirano Vetturette	9m32s

Susa-Montecenisio Hillclimb

27 July 1902 - Susa-Montecenisio: 22.6 km

1	Vincenzo Lancia	FIAT 23 hp	30m10.4s
2	Eugène Renaux	Peugeot 40 hp	31m02.2s
3	Luigi Storero	FIAT 12 hp	31m33.0s
4	Cuchelet	Peugeot 16 hp	31m49.0s
5	Victor Hémery	Darracq 20 hp	36m47.4s

Padua-Bovolenta Sprint

27 October 1902 - Padua-Bovolenta: 10 km

1	Vincenzo Florio	Panhard 40 hp	5m21.0s
2	Vincenzo Lancia	FIAT 34 hp	7m28.6s
3	Luigi Storero	FIAT 12 hp	7m51.0s

Padua Sprint

28 October 1902 - Padua: flying 1 km

1	Vincenzo Florio	Panhard 40 hp	36.0s
2	Vincenzo Lancia	FIAT 34 hp	41.0s
3	Luigi Storero	FIAT 12 hp	45.4s

Conegliano Sprint

30 October 1902 - Conegliano: 8 km

1	Vincenzo Lancia	FIAT 34 hp	5m24s
2	Luigi Storero	FIAT 12 hp	5m58s

Florence Sprint

12 June 1903 - Florence: flying 1 km

1	Felice Nazzaro	Panhard 70 hp	36.0s
2	Dingli	Serpollet 40 hp	37.0s
3	Luigi Storero	FIAT 24 hp	37.4s
4	Vincenzo Lancia	FIAT 24 hp	40.6s

La Consuma Hillclimb

14 June 1903 - La Consuma: 14.9 km

1	Felice Nazzaro	Panhard 70 hp	16m29.0s
2	Luigi Storero	FIAT 24 hp	16m50.0s
3	Vincenzo Lancia	FIAT 24 hp	17m36.6s

Padua-Bovolenta Sprint

25 October 1903 - Padua-Bovolenta: 10 km

1	Felice Nazzaro	Panhard 70 hp	5m12.2s
2	Pierre de Caters	Mors	5m28.4s
3	"Alexander Burton"	De Dietrich 45 hp	7m13.2s

Padua Sprint

26 October 1903 - Padua: flying 1 km

1	Felice Nazzaro	Panhard 70 hp	28.2s
2	Pierre de Caters	Mors	29.8s
3	"Alexander Burton"	De Dietrich 45 hp	38.8s

Susa-Moncenisio Hillclimb

10 July 1904 – Turin: 22.100 km

Heavy Racing Cars			
1	Vincenzo Lancia	FIAT 75 hp	22m24.4
2	Florio	Panhard	23m21.6
3	Cagno	FIAT	23m28.4
Light Racing Cars			
1	Ceirano	Itala	28m52.2
2	Bigio	Itala	33m21.4
Heavy Touring Cars			
1	Scacchi	Fiat	31m23.4
Light Touring Cars			
1	Ollion	Rochet-Schneider	30m47.8
Voiturettes			
1	Alby	Tauriia	1h30m54.8

Lancia won the Prince Amédée Cup (for fastest time on course), the Berteaux Cup and the National Cup (for fastest car of Italian make). Scacchi won the Town of Susa Cup.

La Consuma Hillclimb

11 September 1904 - La Consuma: 15 km

1	Vincenzo Lancia	FIAT 75 hp	13m20s
2	Georges Teste	Panhard 100 hp	14m17s
3	Arthur Duray	Darracq 80 hp	15m22s
4	Felice Nazzaro	Mercedes 60 hp	15m24s
5	Victor Hémery	Darracq 60 hp	16m08s
6	Alessandro Cagno	FIAT 60 hp Touring	17m15.6s

Susa-Montecenisio Hillclimb

10 July 1904 - Susa-Montecenisio: 22.089 km

1	Vincenzo Lancia	FIAT 75 hp	22m24.4s
2	Felice Nazzaro	Panhard 75 hp	23m21.6s
3	Alessandro Cagno	FIAT 75 hp	23m33.4s
4	M. Vitalis	Rochet-Schneider 60 hp	25m25.8s
5	Matteo Ceirano	Itala 20 hp	28m52.2s

Padua-Bovolenta Sprint

16 October 1904 - 10 km straight

1	Vincenzo Florio	Darracq 80 hp	4m48s

Padua Sprint

17 October 1904 - 1 km flying sprint

1	Vincenzo Florio	Darracq 80 hp	28.2s
2	Guido Bigio	Itala 24 hp	39.4s

Verona Sprint

19 March 1905 - 10 km straight

1	Ettore Graziani	FIAT 16 hp	7m15.1s

Susa-Montecenisio Hillclimb

16 July 1905- 23 km

1	Felice Nazzaro	FIAT 100 hp	19m18.5s
2	Alessandro Cagno	FIAT 100 hp	19m26.3s
3	Victor Hémery	Darracq 80 hp	20m26.3s
4	Aldo Weilschott	FIAT 75 hp Touring	23m06.4s
5	M. Vitalis	Rochet-Schneider 100 hp	23m51.8s
6	Gianbattista Raggio	Itala 24 hp	23m57.8s
7	Guido Bigio	Itala 20 hp Touring	24m41.6s

During the competition, a private car collided with a pavement and overturned, causing the petrol tank to explode, killing three occupants – Signor Chio, Chauffeur Cavalli and Signor Martiny. Two other occupants were badly injured.

Rovigo Sprint

September 1906 - flying 1 km

1	Leonino Da Zara	Züst 40 hp	31.6s

Colle del Sestriere, Hillclimb

2 September 1906

1 Ugo Sivocci	Otav 4.5 HP	

Bologna Sprint

October 1906 - Zappoli Horsetrack: 1 mile

1 Felice Buzio	Diatto-Clément	

Treviso 10km Sprint

6 November 1906 - Treviso Horsetrack

1 Ettore Graziani	Itala 18 hp	12m31.8s

Treviso 5km Sprint

7 November 1906 - Treviso Horsetrack

1 Ettore Graziani	Itala 40 hp	4m04.4s

Treviso Flying 1km Sprint

7 November 1906 - Treviso: 1km straight

1 Ettore Graziani	Itala 40 hp	35.0s

Verona 5km Sprint

19 March 1907, straight 5km

1 Basilio Soldatenkoff	Brasier 100 hp	2m10.4s
2 Vincenzo Trucco	Isotta-Fraschini 120 hp	2m18.8s

Verona Sprint

19 March 1907, flying 1km

1 Basilio Soldatenkoff	Brasier 100 hp	26.4s

Padua-Bovolenta Sprint

10 April 1908 - 10 km straight

1 Vincenzo Trucco	Isotta-Fraschini	4m53.8s
2 Nando Minoia	Isotta-Fraschini	5m02.7s
3 Domenico Piccoli	SPA	5m27.6s

Monte Pellegrino Hillclimb

6 October 1908 - 4.3 km

1	Vincenzo Florio	De Dion-Bouton Voiturette	10m08.4s

Verona Sprint

15 March 1909 - Verona Horsetrack: 10 km

1	Domenico Piccoli	SPA	7m09.4s

Modena Sprint

9 May 1909 - 1 mile straight

1	Leonino Da Zara	SPA	41.6s

Modena Sprint

8 May 1910 - Straight 1 mile

1	Felice Nazzaro	FIAT	41.2s

Trieste-Opicina Hillclimb

4 June 1911 - 7.4 km

1	Otto Hieronimus	Laurin-Clément	6m07.4s

Vercelli Sprint

20 July 1913 - flying 1 km

1	Franz Hörner	Benz	18.8s

Madonna del Pilone-Pino Torinese Hillclimb

26 August 1913

?

Parma-Poggio di Berceto Hillclimb

28 September 1913 - 53 km

1	Vincenzo Marsaglia	Aquila Italiana	43m10.6s
2	Nino Franchini	ALFA	44m29.6s

Circuito Automobilistico Toscano

21 June 1914 – 270 km (67.5 km x 4 laps)

Category I – up to 5 litres

1	Negro	Caesar	5:59:45
2	Battaglini	Lancia	5:59:58
3	Gianotti	Zust	5:59:58
4	Sangiorgio	Fiat	5:59:54
	Sivani	Diatto	
	Porro	Mors	

Category II – up to 3 litres

1	Perro	Mors	5:59:10
2	Pastore	Aquila	6:00:03
3	Pierazzini	De Vecchi	6:00:12
4	Spadoni	Diatto	5:59:28

Category III – Gentlemen

1	Brazzetti	Aquila	6:00:00
2	Sergardi	Lancia	5:59:59
3	Sangiorgio	Fiat	5:59:54

This was a regularity event which took place near Firenze over a course which ran from San Pietro a Sieve, Scarperia, Giogo, Fiorenzuola, Covigliano, Passo della Futa, Montecarelli and back to San Pietro a Sieve. There were 40 starters, 32 finishers.

Parma-Poggio di Berceto Hillclimb

25 June 1914 - 53 km

1	Ernesto Ceirano	SCAT	40m36.8s
2	Giuseppe Campari	ALFA	41m04.4s
3	Vincenzo Marsaglia	Aquila Italiana	41m36.0s
4	Meo Costantini	Aquila Italiana	42m02.0s

Susa-Montecenisio Hillclimb

July 1914 - 22.089 km

1	Nando Minoia	Peugeot	32m03.4s

Netherlands

Year	Date	Venue	Comments
1902	August	Scheveningen	Sprint
1903	September	NAC Regularity/Reliability Run	Included four stages over a distance of more than 700 km.
1905	May	Reliability Run	28 participants. Day 1 went from Amsterdam to Maastricht, Day 2 from Maastricht to Leeuwarden, Day 3 from Leeuwarden to The Hague.
1906		Scheveningen	Sprint
1914	April	KNAC Reliability Run	
1916		Bergen op Zoom	At the Raayberg cycle track.

Norway

Norwegian Reliability Trial

20th-21st June 1914

This was the annual reliability trial of the Royal Norwegian Automobile Club, and was won by an Overland. Starting and finishing in Oslo, about 50 cars took part over a 600 km course.

Portugal

Figueira da Foz-Lisboa

1902 – 177 miles

1	Giuseppe	FIAT
2	Antonio de Barros	Darracq

Giuseppe was the Italian chauffeur for Infante Don Alfonso.

Pimenteira Hillclimb

1910

?

Pimenteira Hillclimb

1913

?

Russia

St.Petersburg (Krasnoe Selo) Hillclimb

15 July 1900

?

St.Petersburg (Krasnoe Selo) Hillclimb

12 July 1903

1	Pavel Belyaev	Vivinius

Moscow Automobile Club Trophy

June 1909

During practice for the event on the 28th June (14th June by the Russian calendar), Alexandr Vetchinin driving a Brasier 120 hp hit a barrier on a bridge. The car broke in two and fell 12 metres into the river, crushing the driver and the co-driver Gerts. Vetchinin also raced in Europe under the pseudonym "Dimitri", and once said "What is good in my racing is that if I crash, I'll be killed immediately, at least without suffering too much."
The event was a drag type event over the distance of one verst (1.0668 km). There was no official practice, and the accident seems to have caused the event to be cancelled.

Rally for the Emperor's Prize

1910 – St.Petersburg-Pskov-Vitebsk-Kiev-Homel-Moscow-Novogorod-St.Petersburg

	Harold Kendall	Austin 40 hp

46 starters, 6 finishers. According to the old Russian calendar, the dates of the event were 16th-30th June.

Rally for the Emperor's Prize

30 June-16 July 1912 – St.Petersburg-Riga-Warsaw-Kiev-Moscow

1	Henry Petit	Bedford	
R	Drensfield	Buick	before Warsaw

Petit won the Grand Duke Mikhail Alexandrovitch Cup. The cup was made of gold, was 25 inches high and 32 inches in circumference. The Rally also consisted of a hillclimb and speed contest.

According to the old Russian calendar, the dates of the event were the 17th June-3rd July.

Elenino-Klin-Elenino

22 September 1912

Alexander Nikolaevich Konshin, who raced under the pseudonym ANK, crashed at Chashnikovo, near Moscow on the Klin-Elenino leg of the event. The date of the event was the 9th September in the old Russian Julian calendar.

St.Petersburg

26 May 1913 – 212.8 km (30.404 km x 7 laps)

1	5	G.M.Suvorin	Benz	2:23:54.6
2	9	Ivan I.Ivanov	Russo-Baltique S24/58	2:26:51.0
3	8	Rene L.Nothombe	Metallurgique	2:29:19.0
4	18	Arthur Duray	Metallurgique	2:50:16.4
5	13	Albert I.Efron	Vauxhall	3:05:10.0
6	7	V.I.Shishkin	Stoewer	3:17:35.0
7	10	Birkigt	Hispano-Suiza	3:28:19.6
8	11	Rietti	Lancia	3:33:00.4
9	20	Gryebyenschtchykov	Hupmobile	3:51:41.8
R	3	Rychkov	Berliet	7 laps/engine
R	4	M.M.Oganesov	Bianchi	7 laps/engine
R	2	Slubsky	Excelsior	5 laps/engine
R	6	Ghisser	Benz	4 laps/rear wheel
R	17	Pluim	Hupmobile	4 laps/breakdown
R	16	S.S.Ovsyannikov	Vauxhall	3 laps/engine
R	19	F.Donier	Opel	2 laps/engine
R	21	Kolar	Wanderer	2 laps/magneto
R	14	Hollowell	Vauxhall	1 lap/breakdown
NS	1	A.P.Muller	Mercedes	
NS	12	A.A.Novikov	Vauxhall	
NS	15	Yossa	Excelsior	

Fastest Lap: Ivanov, 14m30.6 (125.722 kph)

Route: Krasnoe Selo-Ligovo-Alexandrovskaya Railway Station.

There were three classifications: the first was based on times, and is shown above. The second was based on regularity (based on the average speed on each of the laps), and the classification according to this was Gryebyenschtchykov, Duray, Rietti, Suvorin, Shishkin, Efron, Nothombe, Ivanov, Birkigt. The third classification was based on a formula which took into account the weight of the car with passengers, average speed on track, number of cylinders, cylinder bore and piston stroke, and was in the order Duray, Ivanov, Nothombe, Efron, Suvorin, Birkigt, Gryebyenschtchykov, Shishkin, Rietti.

Grand Prix of the Automobile Club of St.Petersburg

31 May 1914 – 224.028 km (32.004 km x 7 laps)

1	1	Willy Schöll	Benz 55/150 HP	1:48:32
2	5	S.Ovsyannikov	Vauxhall	1:59:03
3	7	Beria d'Argentine	Aquila Italiana	2:01:40
4	2	A.Slupsky	Excelsior 100 HP	2:17:10
5	11	A.Rashevsky	Vauxhall	2:29:32
6	9	F.Boboshko	Hupmobile	2:59:57
7	14	Sokolov	Argyll	
R	3	Ghisser	Benz	
R	4	Ivan Ivanov	Russo-Baltique S24/58	
R	6	Sadyker	Sunbeam	
R	8	Elena Samsonova	Hupmobile	
R	10	A.Wern	Hupmobile	
R	12	Neugebauer	Schneider	
R	13	A.Grebenschikov	Buick	
R	15	Zhamoida	NAG	

This was on the 18th May according to the old Russian calendar, and was a distance of 210 versts.

Spain

Madrid-Saragossa

31st May 1906 – 440 miles

Scheduled to celebrate the marriage of King Alfonso XIII of Spain to Princess Victoria Eugénie of Battenberg, granddaughter of Queen Victoria of Britain, the race itself was cancelled and a social tour held instead.

Guadarrama Hillclimb

May 1907

Held in connection with the first Madrid Automobile show.

I Monte Igueldo Hillclimb

1908

1	Trevissan	Rapid	3m47.2

Monte Igueldo Hillclimb

1909

?

Monte Igueldo Hillclimb

1910

?

Guadarrama Hillclimb

21 June 1912

?

Gran Premio d'España

14th June 1913 – 192 miles (64 miles x 3 laps)

1	16	Don Carlos de Salamanca	Rolls-Royce	3h34m12.6s, 54 mph
2	14	Marquis de Aulencia	Lorraine-Dietrich	3h37m03.8s
3	3	Eric Platford	Rolls-Royce	3h39m55.6s
4	17	Marques d'Avaray	Dion-Bouton	3h49m43.4s
5	13	Julio Labayen	Panhard	3h50m56.8s
6	2	Marques de Ugena	Theophile-Schneider	4h07m50.8s
7	20	Count Patilla	Minerva	4h08m22.4s
8	8	Angel Santibanez	Panhard	4h18m18.8s
9	7	Duke of Zaragoza	Mercedes	4h19m57.4s
10	9	Juan R.Manzano	Opel	4h57m41.8s
11	10	Garcia Ocana	Delaunay-Belleville	5h04m25.6s
R	12	Jose Toda	Theophile-Schneider	
R	6	Hedge	Talbot	lubrication
R	5	Manuel San Roman	Humber	
R	11	Leoncio Garnier	Panhard	
R	18	Marques de San Carlos del Pedroso	Dion-Bouton	
R	19	Arsenio Cebrian	Dion-Bouton	

NS	Rigal	Sunbeam	practice accident

The event was for touring cars - vehicles were required to have four-seater bodies with mudguards, lamps and two spare wheels. Bonnets were sealed, and collants could not be replaced. Each vehicle had to carry a load, the loads being based on the rpm at full power of the car. The course was located in the Guadarrama mountains, taking in the Navacerrada Pass. There were 17 starters at the start line in La Granja. The official classification was established by a jury who adjusted the times according to when the cars departed. The first place finisher was awarded the Don Alfonso Cup, second the Infant Isabela Cup, third the Infant Don Carlos Cup, and fourth the Mestre and Blatge Cup. The cars were split into classes and prizes were awarded as follows:-

Second category: Cars from 21-31 hp

1	9	Manzano	Casino de Madrid Cup

Third category: Cars 31-45 hp

1	13	Labayen	Ministry of Promotion Cup
2	8	Santibanez	German Prize

Fourth category: Cars 45-60 hp

1	17	d'Avaray	Grand Peña Cup

Fifth category: Cars 60-75 hp

1	16	Salamanca	Madrid Council Cup

II Pujada als Brucs

18 February 1914 – 11 km hillclimb

1	José Teixidor	GN	14m28.8

Copa Tibidabo

24 May 1914 – Hillclimb

1	M.Hörner	Benz
=	M.Grua	Clement

III Pujada als Brucs

28 March 1915 – 11 km hillclimb

1	León Conte	Buckingham	12m55.0

Located 40 km NW of Barcelona.

IV Pujada als Brucs

1916 – 11 km hillclimb

1	Billicams	David	19m03.0

V Pujada als Brucs

11 March 1917

1	Federico Armangué	David	12m00.2

Volta Automobilística a Catalunya

6-10 June 1917 – 835 km

First Category: 1100-2300cc

1	25	Alfonso Llobet	Elizalde II	410 pts	
2		Pujada/Llobet	Elizalde I	407	[1]

3		Jose Banus	Fiat	379	
4		Joaquin Vivo	De Dion-Bouton	354	
5		Emilio Soler	Hispano-Suiza	237	
6		José Valls Taberner	Scripps-Booth		
			Scripps-Booth		
			Scripps-Booth		

Second Category: 2300cc and above

1	7	Julio Marial	Hispano-Suiza	449 pts	[2]
=	2	Jose Freixa	Lancia	449	[3]
2	30	Eusebio Bertrand y Serra	Stutz	389	[4]
=	20	Francisco S.Abadal	Abadal-Buick	389	[5]
3		Salvador Elizalde	Elizalde	388	
=		Pascual Sogas	Abadal-Buick	388	
4		Mr F.O.Rissmann	King	387	
5		Juan Llusa	Chevrolet	386	
6	28	Marc L'Huillier	Elizalde	384	
7		Carlos Llusa	Chevrolet	379	
8		Luis Fargas	Abadal-Buick	378	
9		Rafael Bianchi	Abadal-Buick	376	
10		F.A.Puig	Maxwell	374	
11		Enrique Casanovas	Stutz	370	
12		Santiago Soler Mata	Hispano-Suiza	344	
13		Mariano Rojas	Singer	300	
14		Isidro Maristany	Abadal-Buick	299	
15	24	Eloy Pomes	Abadal-Buick	272	[6]
16		Felipe Batllo	Espanya	192	
17		Pedro Sampere	Mitchell	39	

[1] - Won Vichy Catalan Cup for best car in Olot-Caldas stage in first category.
[2] - Won Cervello Cup for best car in first stage.
[3] - Won Attraction of Outsides Cup for best car from those living outside of Barcelona.
[4] - Won Vilajuiga Water Prize for best car greater than 5 litres.
[5] - Won Red Room Cup for best car in final stage.
[6] - Won Imperial Water Cup for best car in Olot-Caldas stage in second category.

There were 27 starters, 25 finishers in an event which was held over five legs. The Scripps-Booth entries were cyclecars, and according to reports in the US press finished 1st, 3rd and 4th in the cyclecar class, although there was no such actual class in the event….

Pujada a la Conreria

24 March 1918 - Hillclimb

1	Juan Andreu	David	

I Copa Cuesta Ordal

29 December 1918 – 5 km hillclimb

1	Federico Armangué	David	5m03.1

Sweden

Stockholm-Listlene-Uppsala-Stockholm

12 June 1904 – 170 km

This was the first event held by the Swedish Automobile Club. Ten cars started in four classes based on the price of the car. One of the cars was driven by Alexandra Gjestvang, but she did not finish. Only half the field finished, but the fastest (but still under the maximum speed of 30 kph) was Anton Svensson in a Scania.

Stockholm-Uppsala Winter Competition

1905

Cars started in intervals. Only four cars reached the finish, Emil Salmson won.

I Winter Cup

15 February 1906 – Gothenburg-Stockholm: 515 km

1	Emil Salmson	Fiat	24h45m05
2	Dahn	Darracq	
3	Bagge	Star	
4	Bjorkman	Oldsmobile	

The objective was to get from Gothenburg to Stockholm within 72 hours. 8 cars started, the maximum speed allowed was 25 kph during daylight, and 10 kph at night.

II Winter Cup

20 February 1907 – Stockholm-Gothenburg

42 cars entered. The weather was bad and the winner Emil Salmson took 38 hrs to reach the west coast. After some discussions and protests over the results, third man Carl Skånberg was thrown out of the Swedish Automobile Club, so he and his friends started Svenska Motorklubben. SMK arranged its own big event later that summer: SMK's Sommartävling.

I Sommartävling

1907

The route went from Malmö-Göteborg-Åmål-Karlstad-Falun-Gävle-Älvkarleby.

III Winter Cup

February 1908

1	Emil Salmson	Fiat	
2	Lindstrom	Darracq	DSQ
3	Janek	Beckmann	
4	Raf	Star	

Salmson won for the third time and kept the cup - he retired from competition after this.

IV Winter Cup

1909

1	Anders Skog	Mors
2	Sundberg	Vivinius

3 Christiansen	Renault	

This was the first international Swedish competition.

Sommartävling

1909

Ran by the SMK, the route went from Haparanda to Stockholm. The Royal Automobile Club (KAK) also ran an event in the summer.

V Winter Cup

20-23 February 1910 – Stockholm-Jönköping-Gothenburg

1 Robert Svendsen	Delauney Belleville	

Svendsen was Danish.

Swedish Reliability Trial

1910 – 264 miles

1	Cadillac 30	14 pts

There were nine competitors, two running American cars.

VI Winter Cup

1911

1 Hjalmar Pason Janek	Minerva	
Hans Osterman	Minerva	2 pts

The Swedish Automobile Club raised the allowed average speed this year, to 30 kph in daytime and 20 kph at night time. 11 drivers reached the end without penalty - Janek was the closest to the 30 kph average. Osterman was penalised two points for speeding.

Royal Automobile Club Summer Trial

1911

Held, but no other details known.

VII Winter Cup

1912 – Stockholm-Gothenburg-Stockholm: 1017 km

1 John Nerén	Opel	
Hans Osterman	Minerva	

Nerén arrived at the finish exactly on time having rolled very slowly through the last few metres.

VIII Winter Cup

1913 – Stockholm-Gothenburg-Stockholm: 1181 km

1 Hans Osterman	Minerva	
57	Overland	perfect score
30	Overland	perfect score

A hillclimb was also included outside of Stockholm as an extra competition. The results were as follows:

1		*NAG*	*2h12m04*
2	*57*	*Overland*	*1h22m07*

The climb was run as a handicap event.

IX Winter Cup

1914 – 1282 km

1	Hans Osterman	Minerva
	Bramberg	Fiat

Sommartävling

1914

This event was halted due to the outbreak of World War I.

Switzerland

Trelex-St.Cergues Hillclimb

13 October 1901 – 10.000 km

1 Barbey	Daimler 24 hp	17m10.0

Trelex-St.Cergues Hillclimb

5 October 1902 – 10.000 km

1 Mauthen	Mercedes 8 hp	25m00.0

Cologny Hillclimb

8 May 1904 – 2.000 km

1 Gaston Perrot	Rochet-Schneider 80 hp	2m25.2

Eaux-Mortes/Genf Sprint

23 September 1904 – 1 km

Race cars – 700-1000 kg		
1 Fritz Dufaux	Dufaux 80 hp	31.2s
2 Perrot-Duval	Rochet-Schneider 55 hp	32.2s
3 Garage du Lac	Rochet-Schneider 24 hp	51.8s
Light cars – 400-700 kg		
1 Padey	Berliet 16 hp	54.2s
2 Wexel	Richard-Brasier 20 hp	56.2s
3 Garage de l'Arquebuse	Henriod 24 hp	1m01.0s
4 Megevet	Richard-Brasier 10 hp	2m45.6s
Voiturettes – 250-400 kg		
1 Garage du Lac	Cottereau 5 hp	1m30.8s
2 Horngacher	de Dion 6 hp	1m46.0s
Touring cars – Costing 3000-5000 CH Fr		
1 Perrot-Duval	de Dion 6 hp	1m35.0s
2 Megevet	Megevet 6.5 hp	1m49.2s
Touring cars – Costing 5000-8000 CH Fr		
1 Perrot-Duval	Richard-Brasier 12 hp	1m20.2
2 Perrot-Duval	Clément-Bayard 12 hp	1m22.4
3 Perrot-Duval	Richard-Brasier 8 hp	2m13.0
Touring cars – Costing 8000-12,000 CH Fr		
1 Ansermier	Gladiator 12 hp	1m14.6
Touring cars – Costing 12,000-15,000 CH Fr		
1 Perrot-Duval	La Buire 16 hp	1m01.6
2 Picker-Moccand	Picker 16 hp	1m06.0
3 Garage du Lac	Renault 14 hp	1m10.2
4 Padey	Berliet 16 hp	1m10.8
5 Picker-Moccand	Picker 16 hp	1m14.2
6 Perrot-Duval	Clément-Bayard 16 hp	1m24.2
Touring cars – Costing 15,000-20,000 CH Fr		
1 Perrot-Duval	Rochet-Schneider 24 hp	1m01.2
Touring cars – Costing 20,000 CH Fr and over		
1 Corte	Rochet-Schneider 35 hp	0m49.2s
2 Melas	Berliet 40 hp	0m58.0s

Held on the Genf to Chancy-Athenaz road.

Trelex-St.Cergues Hillclimb

2 October 1904 – 10.000 km

1 Roesch	De Dion	13m20.8

Sonloup Hillclimb

14 May 1905 – Montreux: 8.500 km

1 Col de Loys	La Buire 40 hp	14m19.2

Marchairuz Hillclimb

14 October 1906 – Geneva: 6.100 km

1 G.Beck	Martini 30/40	12m11.0

Altstätten-Rupertshöhe Hillclimb

18 May 1907 – St.Gallen: 8.2 km

1 D.Rehsteiner	Peugeot 12/16 hp	20m37.4

Albis Hillclimb

1908

1 E.Leemann		

Montreux-Caux Hillclimb

24 May 1908 – 5.960 km

1 Geo Beck	Martini	8m54.1

Albis Hillclimb

October 1908 – 5.800 km

1 Gönner	Mercedes	6m02.0

Marchairuz Hillclimb

11 June 1909 – 9.300 km

1 G.Beck	Martini	10m25.0

Monod Cup - Neuenstadt-Prägelz Hillclimb

27 June 1909

1 Rosario	Peugeot	

Albis Hillclimb

6 September 1909

1 Aichele	Renault	8m23.0

Bollinger Cup, Hillclimb

1910

?

Töss-Breite Hillclimb

5 June 1910 – Nürensdorf: 4.200 km

1 J.Pohl	Cottin-Desgouttes	4m38.0

Rheineck-Walzenhausen-Lachen Hillclimb

17 July 1910 – 6.500 km

1 G.Borgeaud	Cottin-Desgouttes	7m31.8

Gurnigel Hillclimb

21 August 1910 – Bern: 4.400 km

1 Edmond von Ernst	Martini	7m27.0

Albis Hillclimb

3 September 1910 – 5.800 km

1 E.E.C.Mathis	Fiat 4.5 litre	4m45.8

Gilly-Burtigny Hillclimb

25 September 1910 – Geneva: 3.300 km

1 Carl Jörns	Opel	3m44.8

Fontaines-Mauborget Hillclimb

1911 – North of Lausanne

?

Marchairuz Hillclimb

1911 – Geneva

?

Töss-Breite Hillclimb

1911

?

Lucens-Sarcens Hillclimb

21 May 1911 – 4.050 km

1	Chersex	Lorraine-Dietrich 60 hp	4m29.4

Jöss-Nurensdorf Hillclimb

28 May 1911 – 4.200 km

1	Melas	Cottin-Desgouttes	3m55.6

Gurnigel Hillclimb

20 August 1911 – Bern: 4.400 km

1	Max von Ernst	Pic-Pic 22/30 hp	5m53

Albis Hillclimb

2 September 1911 – Adlisvil-Albis: 5.800 km

1	E.E.C.Mathis	Fiat 150 hp

Gempen Hillclimb

22 November 1911 – Basel

1	Haller	Grégoire 80/160	8m54.8

Jaunpass Hillclimb

May 1912 – nr Bern: 6.000 km

1	Maurice Goetz	Pic-Pic	8m36.0

Gempen Hillclimb

16 June 1912 – Basel

1	Haefeli	Fischer-Ventillos	8m26.8

Mauborget Hillclimb

1913

?

Fontaines-Mauborget Hillclimb

25 May 1913 – nr Lausanne: 7.700 km

1	M.C.Nigg	Fiat 38.7 hp	8m15.0

Jaunpass Hillclimb

6 July 1913 – nr Bern: 6.000 km

1	Léon Dufour	Pic-Pic	8m31.0

Monnetier-Treize-Arbres Hillclimb

6 July 1913 – 3.400 km

1	Corte	Cottin-Desgouttes	5m13.8

II Salève-Geneva Hillclimb

6 July 1913

?

Jura Cup - Boudry-La Tourne Hillclimb

28 September 1913 – 8.800 km

1	O.Philipp	Benz	11m06.2

Jura Cup - Boudry-La Tourne Hillclimb

10 May 1914 – 8.800 km

1	E.Tréfeil	Martini	10m55.6

Gempen Hillclimb

17 May 1914 – Basel

1	Schürch	Benz	7m26.8

Rheineck-Walzenhausen-Lachen Hillclimb

28 June 1914 – 6.500 km

1	Traugott Walser	Itala	8m25.0

Hulftegg Hillclimb

3 September 1916

?

Racing in Australia

This section documents the events which occurred in Australia.

Sydney Cricket Ground, NSW

1 January 1901

Heat 1

1	J.Green	de Dion
2	C.B.Kellow	de Dion

Heat 2

1	A.O'Brien	de Dion

Final

1	J.Green	de Dion
2	A.O'Brien	de Dion

Seven de Dion motor tricycles were imported to Australia by Gavin Gibson Ltd, and the vehicles took part in a bicycle race meeting to celebrate the establishment of the Commonwealth of Australia.

Perth, WA

November 1902 – Old Association Ground: 8 km

1	Alf Mather	24 kph
2	Bob Dudgeon	

A three wheeler challenge race organised by Bob Dudgeon and M.J.Mather. Mather was the local manager for Dunlop.

Heidelberg Hillclimb, Victoria

1904

1	J.R.Crooke	Locomobile

Sandown Park, Victoria

12 March 1904 – Melbourne

2.4 km – Voiturette Handicap

1	J.R.Crooke	Locomobile

Crooke was the owner of Aspendale Park.

4.8 km – Allcomers Handicap

1	Harley Tarrant	Tarrant
2	Tom Rand	Mercedes 15 hp

Part of the Melbourne Commercial Travellers' Club Annual Picnic.

Norton Summit Hillclimb, South Australia

17 December 1904

?

Coogee Hillclimb, New South Wales

1905

1 C.O.Sherwood	De Dion	

Sydney-Melbourne Trial

21 February 1905

1 D.L.Stevens	Darracq 12hp	23h42m

23 starters. An additional distance of Melbourne to Ballarat and back was added to decide a clear winner.

Wheelers Hillclimb, Victoria

July 1905

1 J.W.Moffat		

Melbourne-Sydney-Medlow Bath-Sydney-Melbourne Trial

14-18 November 1905

28 cars and 10 motorcycles competed. 19 cars arrived in Sydney, but only 6 completed the Medlow Bath loop. Harley Tarrant, in a Tarrant, won the medium-car class.

Coogee Hillclimb, New South Wales

1906

? _____

Aspendale Park, Victoria

28 January 1906

100 Guinea Cup

1 H.E.Hall	Pope-Hartford 10 hp	

There were other races at the meeting.

Heidelberg Hillclimb, Victoria

15 September 1906

1 W.C.Knight		

Artillery Hill Hillclimb, New South Wales

28 September 1907

1	Minerva 24 hp	2m01.0

1st Tasmanian Reliability Trial

9-11 November 1907 – 120 miles

1 H.W.Lee	Coventry Humber 15 hp	3h37m

Blytheswood Road Hillclimb, Tasmania

1908

1	R.C.Baker	Talbot

Denison Road Hillclimb, Tasmania

1908

1	J.Boag	Clement Talbot

Victoria Park, NSW

2 May 1908 - Sydney

?

Lilydale Hillclimb, Victoria

9 September 1908

1	Banks	Mercedes 60 hp

Handicap elimination pairs

Harland Rise Hillclimb, Tasmania

26 September 1908

1	Geo Cragg	Buick

2nd Tasmanian Reliability Trial

November 1908

?

Aspendale Park, Victoria

7 November 1908

?

Artillery Hill, New South Wales

February 1909

1	A.V.Turner	Clement Talbot	2m00.0

3rd Tasmanian Reliability Trial

November 1909

The Applegate Trophy was won by a Napier 15 hp, which achieved a perfect score (1100 points). The Continental Shield, for cars over 20 hp, was won by C.F.Heathcote driving a Humber 18-24 hp.

Gap Hill, Hillclimb, Victoria

15 November 1909 – Buttlejorrk

?		

Razorback, Hillclimb, New South Wales

4 March 1910

1	L.W.Pye	Vauxhall

Bald Hill, Hillclimb, New South Wales

5 March 1910

1	L.W.Pye	Vauxhall

Coogee Hillclimb, New South Wales

25 June 1910

1	J.O.Fairfax	Vauxhall

4th Tasmanian Reliability Trial

November 1910

Cadillac cars won more than one class in this event.

Artillery Hill, Hillclimb, New South Wales

1911

1	L.W.Pye	Vauxhall
=	Colin Smith	Mercedes

Newstead Hillclimb, Victoria

Easter 1911

1	G.Innes	Humber

Deddington Hillclimb, Tasmania

6 June 1911

1	B.Tevelein	Standard

Skillion Hillclimb, Tasmania

17 June 1911

1	L.F.Piesse	Itala

Macedon Hillclimb, Victoria

29 September 1911

1 J.W.Moffat Minerva

Artillery Hill, Hillclimb, New South Wales

10 February 1912

1 L.W.Pye Vauxhall

Carrington Road, Hillclimb, New South Wales

28 September 1912 - Coogee

1 R.F.Crouch Metz

Artillery Hill, Hillclimb, New South Wales

19 October 1912

1 J.A.Booth Humber

NSW State Hillclimb, New South Wales

November 1912

1 L.W.Pye Vauxhall

Part of a rally or trial

Victoria State Hillclimb, Victoria

March 1913

1 W.R.Glasson Talbot

Part of a rally or trial

Artillery Hill, Hillclimb, New South Wales

26 April 1913

1 L.W.Pye Vauxhall

NSW State Hillclimb, New South Wales

September 1913

1 A.V.Turner Benz

Part of a rally or trial

Wheelers Hillclimb, Victoria

13 September 1913

1 H.Whiting Opel

Artillery Hill, Hillclimb, New South Wales

1 November 1913

1 C.J.Monro	Vauxhall	

Launceston Hillclimb, Tasmania

8 November 1913

1 C.Rockcliffe	Hudson	3m17.0

Artillery Hill, Hillclimb, New South Wales

15 November 1913

1 C.J.Monro	Vauxhall

Richmond Racecourse, Victoria

22 November 1913 – Melbourne

Run by Rupert Jeffkins - details of the races aren't known.

Wildwood Hillclimb, Victoria

6 December 1913

1 L.M.Whyte	Hispano-Suiza

Bulli Pass Hillclimb, New South Wales

1914

1 A.V.Turner	Benz

Part of a rally or trial

Razorback Hillclimb, New South Wales

1914

1 Boyd Edkins	Vauxhall

Part of a rally or trial

Governors Hillclimb, New South Wales

1914

1 Boyd Edkins	Vauxhall

Part of a rally or trial

Tasmanian State Hillclimb, Tasmania

1914

1 M.Eddie	Benz

Pretty Sally, Hillclimb, New South Wales

March 1914

1 A.V.Turner	Benz	

Part of a rally or trial

Artillery Hill, Hillclimb, New South Wales

28 March 1914

1 A.J.Christie	Benz	

Wildwood Hillclimb, Victoria

27 April 1914

1 G.F.Syme	Benz	

Station Hill, Hillclimb, Tasmania

27 February 1915

1 Ms Dorice Rolph	Napier	

Ladies Only Race

Mount Coot-tha, Hillclimb, Queensland

17 April 1915

1 Boyd Edkins	Vauxhall	

Queensland State Climb

1 C.J.Monro	Vauxhall	

Tasmanian State Hillclimb, Tasmania

July 1915

1 G.Gunn	Daimler	

One Tree Hill, Hillclimb, Queensland

14 October 1916 – Mt Coot-tha

1 F.Z.Eager	Overland	

Sand Pull, Hillclimb, Western Australia

1917 – Welshpool Road: 3.8 miles

1 Eric Baker	Hudson Super Six	9m08
= Arthur Anderson	Overland	

There were 10 contestants.

Mount Coot-tha, Hillclimb, Queensland

15 June 1918

1 F.Z.Eager	Overland	

Other Matters from Australia

- Speedway racing started at Sydney Sportsground in 1908 and Sydney Showground in 1911.

- A report in the US Newspaper the *Oakland Tribune* on the 2nd April 1916 claimed that a reliability run over 500 miles was held in early 1916 and that it was won by an Oakland with a perfect score and an average fuel consumption of 22 mpg. No details of this event have been found in Australian newspapers, and it may well be a figment of an American publicists imagination. Later in the year Rupert Jeffkins ran non-stop from Melbourne to Sydney and back in a Grant, with his engine reported running non-stop for the entire time on National Benzine.

- Beach races were held at Baker's Beach, Brickmakers Beach and Turner's Beach in Tasmania before 1918, and Sellicks Beach in South Australia.

Racing in New Zealand

This section documents the events which occurred in New Zealand.

Auckland-Taupo Reliability Trial

1905

This was the first trial held in New Zealand.

Port Hills Hillclimb

November 1905 – Christchurch

1	Harry Adams	Minerva	1m30.0

Waititi Hillclimb

7 December 1907 – Dunedin

?

Hackthorne Road, Hillclimb

11 June 1910 – Christchurch

1	Wally Scott	Vauxhall Y2	1m49.0

Canterbury Automobile Association Trial

27-31 December 1910

Open Class

1		Cadillac 20 hp
2		"Old Blue" Vauxhall Y2

Overall

1		Talbot 15 hp

Hackthorne Road, Hillclimb

11 March 1911 – Christchurch

1	Wally Scott	Vauxhall Y2	1m36.8

O'Kains Bay, Hillclimb

1912 – Christchurch

?

O'Kains Bay, Hillclimb

27 October 1913 – Christchurch

1	Wally Scott	Vauxhall Prince Henry	7m27.0

Signal Hill, Hillclimb

22 November 1913 – Dunedin

1	Wally Scott	Vauxhall Prince Henry	36.0s

Racing in Africa

This section documents the events which occurred in Africa.

Green Point Cycle Track, Cape Town, South Africa

7 February 1903

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Small cars
 1 J.Courtis                Peugeot 6 hp

Large cars
 1 Donald Menzies           Panhard 6 hp


Other Entrants
   A.T.Hennesey             New Orleans 14 hp
   Dr R.Aderne Wilson       Cudell 4.5 hp
   A.C.Fuller               De Dion-Bouton 6 hp
   W.M.Jenkins              Darracq 6 hp
   J.Langley                George Richards 10 hp
   M.Irving                 Gladiator 6.5 hp
   J.G.Rose                 De Dion-Bouton 4.5 hp
   M.Deponte                Renault 4 hp
   W.Porter                 De Dion-Bouton 4.5 hp
   E.Edwards                Panhard et Levassor 7 hp
   S.H.Adams                Wolseley 10 hp
   H.L.Jenkins              Electric
   J.Klerk                  Buffalow
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Alger Hillclimb, Algeria

8 March 1905

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 2 Homolle                  Renault
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Médéah Hillclimb, Algeria

February 1908

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 1 Bissonet                 Clément-Bayard            17m41.0
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Heliopolis, Egypt

1 March 1908

This was the first automobile race held in Egypt. A policeman and two spectators were killed, and fourteen people were injured.

Oran Climb, Algeria

August 1908

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 1                          Cottin-Desgouttes
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Médéah Climb, Algeria

February 1909 – Algiers

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 1                          Cottin-Desgouttes
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Coupe Sneden Hillclimb, Algeria

May 1910 – 17.8 km

1	Daimler	25m22.0

Capetown-Cairo Military Run

February 1911

An English and a German car and crew planned to race from Capetown to Cairo, starting on the 7th February. Each car consisted of five military offices, with the equipment limited to the army allowance for soldiers on active service. Four thousand gallons of petrol were distributed at stations between Elizabethville, the southern railhead of the Cape-to-Cairo railway, and Gondokoro in Sudan for the use of the British team. From Gondokoro, a launch working from Khartoum was to supply the team. No other details of this run are known.

Schlesinger Trophy, South Africa

1913 – 140 miles

1	B.J.Penney	Ford

This event was an economy run from Baragwantah (in Johannesburg) to Potchefstroom and return, and was held by the Transvaal Automobile Club. This may have been the event reported in the Manitoba Free Press on the 1st November 1913 – the article said that P.B.Penney won a 380 mile no fuel consumption run event open to any type of car, and that heavy rains made the roads a see of mud.

Transvaal Trail, South Africa

May 1913 – 3 laps

The Transvaal Automobile Club held a high speed trail over three laps on a course south of Johannesburg, going via Baragwanath, Van Wyks Rus and Jackson's Drift. Paddy Adair crashed his Prince Henry Vauxhall near Diepkloof on lap one, killing his three passengers. The race was stopped following the accident.

Other Events

Year	Date	Venue	Comments
1900	1st October	Green Point Stadium, South Africa	J.P.Engel vs W.M.Jenkins
1901	21st December	Greenmarket Square to Kalk Bay Reliability Trial, South Africa	12 cars competed
1903	August	Groote Schuur 1 mile speed trial, South Africa	
1903	9th November	Greenmarket Square to Houw Hoek 100 mile reliability trial, South Africa	
1904		Greenmarket Square to Houw Hoek 100 mile reliability trial, South Africa	
1905		Greenmarket Square to Houw Hoek 100 mile reliability trial, South Africa	
1906		Greenmarket Square to Houw Hoek 100 mile reliability trial, South Africa	
1907		Greenmarket Square to Houw Hoek 100 mile reliability trial, South Africa	
		Reyersbach Trophy, South Africa	Transvaal Automobile Club event, held between 1909-1914.
		Park Trophy, South Africa	Transvaal Automobile Club event, held between 1909-1914.
		Lazard Shield, South Africa	Transvaal Automobile Club event, held between 1909-1914.
		Schlesinger Trophy, South Africa	Transvaal Automobile Club event, held between 1909-1914.
		Motor Traders & Transvaal Auto Club Cup, South Africa	Transvaal Automobile Club event, held between 1909-1914.
		Muldersdrift Hillclimb, South Africa	Transvaal Automobile Club event, held

between 1909-1914.

Racing in India

Delhi-Bombay

26 December 1904-2 January 1905 – 883 miles

Maharajah Gatewar of Baroda Cup, for the greatest number of points scored in each of the different classes

1 M.W.Sorel De Dietrich 24 hp

A De Dion-Bouton won the Rajah of Kapurthala Cup for the car which achieved the most regular performance in each of the eight stages, and another De Dion-Bouton won the Rajah of Mysore Trophy for the car finishing in the best condition. A Darracq won the Concours d'Endurance, while a Speedwell won the Rajah of Gwalior Cup for best fuel economy. The Nawab of Rampur Trophy "for the absence of noise and vibration and ease in manipulation" was awarded to a Fiat.

Stages:

December 26th, 1904 - Delhi-Agra, 128 miles
December 27th, 1904 - Agra-Cwalior, 71 miles
December 28th, 1904 - Cwalior-Goona, 127 miles
December 29th, 1904 - Goona-Sarangpur, 94 miles
December 30th, 1904 - Sarangpur-Indore, 74 miles
December 31st, 1904 - Indore-Dhulia, 145 miles
January 1st, 1905 - Dhulia-Nasik, 97 miles
January 2nd, 1905 - Nasik-Bombay, 147 miles

The competition was for amateurs only, meaning that car owners had to drive their own cars.

Racing in Japan

Ueno Park, Tokyo

3 November 1901 – 1.6 km x 1 lap

1	Thomas motorcycle	0:02:40, 36 kph
2	Gladiator quadricycle	0:03:16, 29 kph
3	Thomas tricycle	0:03:50, 25 kph

Tokyo Meguro

1914

Four machines imported from the USA apparently raced here.

Tokyo

24th May 1916

An auto race was run, but the meet was reported due to the mob that attached American pilot Art Smith who failed to fly his aircraft on time. The results of the races are unknown. Smith was touring Japan with ten small race cars and five drivers.

Racing in The Philippines

Baguio-Manila Endurance Run

1915

1	Overland	9:27

The Overland roadster completed the route with a perfect score – the roads were rough and soggy. The race was held some time before the 18th April.

Baguio Hillclimb

1915

1	Overland

Held the day after the endurance run, the Overland completed the climb 4s faster than the next car.

Baguio

1915

5 miles

1	Overland

Held the same day as the hillclimb.

1907 Peking-Paris Race

In January 1907, the French newspaper *Le Matin* issued the following challenge: "*...We ask this question of car manufacturers in France and abroad: Is there anyone who will undertake to travel this summer from Paris to Peking by automobile? Whoever he is, this tough and daring man, whose gallant car will have a dozen nations watching its progress, he will certainly deserve to have his name spoken as a byword in the four quarters of the earth...".* The race was to start on the 10th June, the aim being to demonstrate European car technology, but to avoid the monsoon rains, the race route was reversed and the start was to be in Peking. It was originally intended that the participants would help each other across the vast distances, but when you get any group of men together, they tend to get competitive, and a race it became, as evidenced by the Itala entry on arrival.

The 25 entrants were as follows, although only five started:-

- De Dion-Bouton 10 hp – There were three of these cars entered, one to be driven by Georges Cormier, and one by Victor Collignon. Cormier was partnered by Edgardo Longhi, a journalist for *Il Secolo* of Rome, who also wrote for the London Tribune. Collignon was partnered by Jean Bizac, a De Dion mechanic who was an expert with engines, but who hadn't yet travelled in an automobile….
- Contal 6 hp – A three wheeled vehicle, to be driven by Auguste Pons, father of opera singer Lily Pons. He was accompanied by mechanic Octave Foucault.
- Panhard – withdrawn.
- Sider – withdrawn.
- Passe-Partout voiturette – withdrawn.
- Métallurgique – There were three entries, one of 30 hp and two of 40 hp, all entered by the factory. They were withdrawn before the race started.
- Itala 35/40 hp – A proper four wheeled car to be crewed by Prince Scipione Borghèse, with Luigi Barzini as his co-driver. Barzini was a journalist who wrote for the *Corriere della Serra* in Italy and the *London Daily Telegraph.* They also brought along a chauffeur, Ettore Guizzardi. The car was painted red when it left Italy, but was dropped during unloading in China. It was repainted in grey.
- Spyker 15 hp – This was to be driven by American Charles Godard, who seemingly tricked the Spijker brothers of Amsterdam into entering the race (he was originally to drive a Métallurgique, but approached Spyker when they withdrew). They supplied a car, spare parts and money, together with a mechanic. On board the ship which carried the participants to Peking, Godard lost the money and some of the spare parts through gambling. They were also accompanied by journalist Jean du Taillis, a *Le Matin* correspondant.

Although an aristocrat by birth, Borghèse's family had lost much of its money, so he joined the army where he learnt the art of planning. He used this to good effect for the race, arranging for extra fuel and spare parts to be cached along the way. Prior to the race, he took a three hundred mile horse ride through the mountains to the north of Peking carrying a bamboo pole cut to the width of his car to check if his car could get through. Where a pass was too narrow, Borghèse either found an alternative route or hired coolies to widen the path.

Although the Chinese had authorised the race, come the start they refused to provide papers for the drivers to go through Mongolia. Godard and Borghèse decided to start on time with or without papers, and after declaring their intentions, the rest of the drivers decided to join them.

As the "race" started, the participants agreed to go through most of the route in convoy, that was until the Itala shot off into the distance with the others unable to follow. The cars often suffered from mechanical issues, and at one time Godard had to go back to a town by train to get some parts.

At Nankow, the cars had to be hauled over the mountains by mules and men, but once clear and into the Gobi desert, speeds of up to 60 mph were attained. The Russians greeted the cars enthusiastically, unlike the suspicious Chinese, and gave permission for the cars to use railway bridges around the southern edge of Lake Baikal, rather than take the ferry. It was in this region that the Itala suffered an almost catastrophic accident, when a road bridge collapsed underneath it. The car slid down, and lodged on its rear end, just past the vertical, and had to be hauled out.

The Contal suffered particularly from the poor road conditions which were encountered, as the front wheels were in the deep ruts cut by horse carriages, and the single wheel rode up much higher on the middle ground between the ridges. Consequently, the Contal was the only vehicle not to complete the journey.

Godard was arrested on reaching the German border for outstanding debts. The Spyker was then driven to the finish by the mechanic and de Taillis.

The race finished outside of the office of *Le Matin* in Paris on August 10th, won easily by Borghèse's Itala from the Spyker.

1908 New York-Paris "Great" Race

Organised by the newspapers *Le Matin* and the *New York Times*, the "Great Race" (hence a later film of that name starring Tony Curtis) went from New York to Paris, with the route plan taking the competitors via Seattle to Alaska, across the frozen Bering Strait and on across Siberia to Paris. However, this was later changed with the cars being shipped across the Pacific from San Francisco.

Despite the change to San Francisco, the start date of the 12th February 1908 was maintained, the original date having been chosen to ensure that the Bering Strait was frozen. This meant that the competitors had to cross North America during winter, and the crews set off from Times Square in New York at 11 AM to cheering crowds numbering up to 250,000 (the *Syracuse Herald* of the 29th January 1908 opined that "even a search with a magnifying glass fails to reveal one grain of interest in the New York-Paris auto race" – how wrong they were!). The entry consisted of a Thomas Flyer driven by American drivers George Schuster and Montague Roberts, an Italian 24hp Zust driven by journalists Antonio Scarfoglio and Emilio Sirtori (accompanied by a German mechanic called Haaga), a Protos entered by the German Kaiser to be driven by Lieutenant Hans Koeppen of the 15th Prussian Infantry, and a De Dion-Bouton, Motobloc and Sizaire-Naudin from France. The one cylinder Sizaire-Naudin broke its rear axle before reaching Albany, NY, and dropped out of the race.

The conditions on leaving New York were exceedingly bad, with snow lying on the ground and blizzards sweeping the country which made driving outside of the metropolitan areas difficult due to the lack of paved roads. The rules forbid the competitors from using the railways to make progress, so the crews used their ingenuity to work around this.

The Protos crew interpreted the rule as saying that they must not use the rails themselves, and shipped the car part of the way by train. The American Thomas Flyer entry on the other hand rode along the track, being designated as Union Pacific Train #49, and having a Union Pacific Conductor along for the ride, and bumped along the train ties for hundreds of miles. When the railway stopped, the cars were forced to go cross-country, and along the way the Thomas Flyer got bogged down in quicksand and broke the pinion gear – it was repaired in the creek bed. Once out of the Rockies, the cars had to endure the heat of Death Valley on the way to San Francisco, where they boarded a ship to continue their journey to Siberia. The Thomas Flyer arrived on the 24th March, having taken 41 days, 8 hours and 15 minutes. The Italian Zust was still in Utah, the French De-Dion and the German Protos were in Wyoming. The French Motobloc entry had given up in Omaha, and announced that its car would be shipped to San Francisco by train, but it was later disqualified anyway. George Schuster took over driving duties on the Thomas Flyer, and by the end of the race was the only person in that crew to complete the full distance in the car.

The cars were loaded onto a boat which took the remaining competitors to Seattle, where they boarded a steamship to Kyoto, which then took them on to Russia. The cars were off-loaded in Vladivostok, from where they made their way through Manchuria and on into Siberia. The road proved hard going once in Russia again due to the mud, with the Thomas Flyer covering only 60 miles in four days at one point, using teams of horses and manpower to make any progress.

The Thomas Flyer took the lead, and entered Berlin on the 27th July. Three days later, at 6 PM, they entered Paris to win the (estimated) 13,341 mile race, a full 26 days ahead of the German Protos entry which made it on the 22nd August. The Italian Zust entry arrived 3rd, arriving a further 26 days later on the 17th September. There were no other finishers. However, the German entry was penalised 30 days for failing to drive from Utah to Seattle, as the car had been damaged beyond repair and had been shipped by rail from Utah to Seattle, where it rejoined the race and the steamboat to Tokyo. Hence the Italian entry was classified in 2nd place, and the German entry in 3rd. The Americans were welcomed home with a ticker-tape parade in New York, and were invited by President Teddy Roosevelt to join him at his summer residence in Sagamore Hill, Long Island.

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