

The Day Henry Ford and Louis Chevrolet Raced Against Each Other

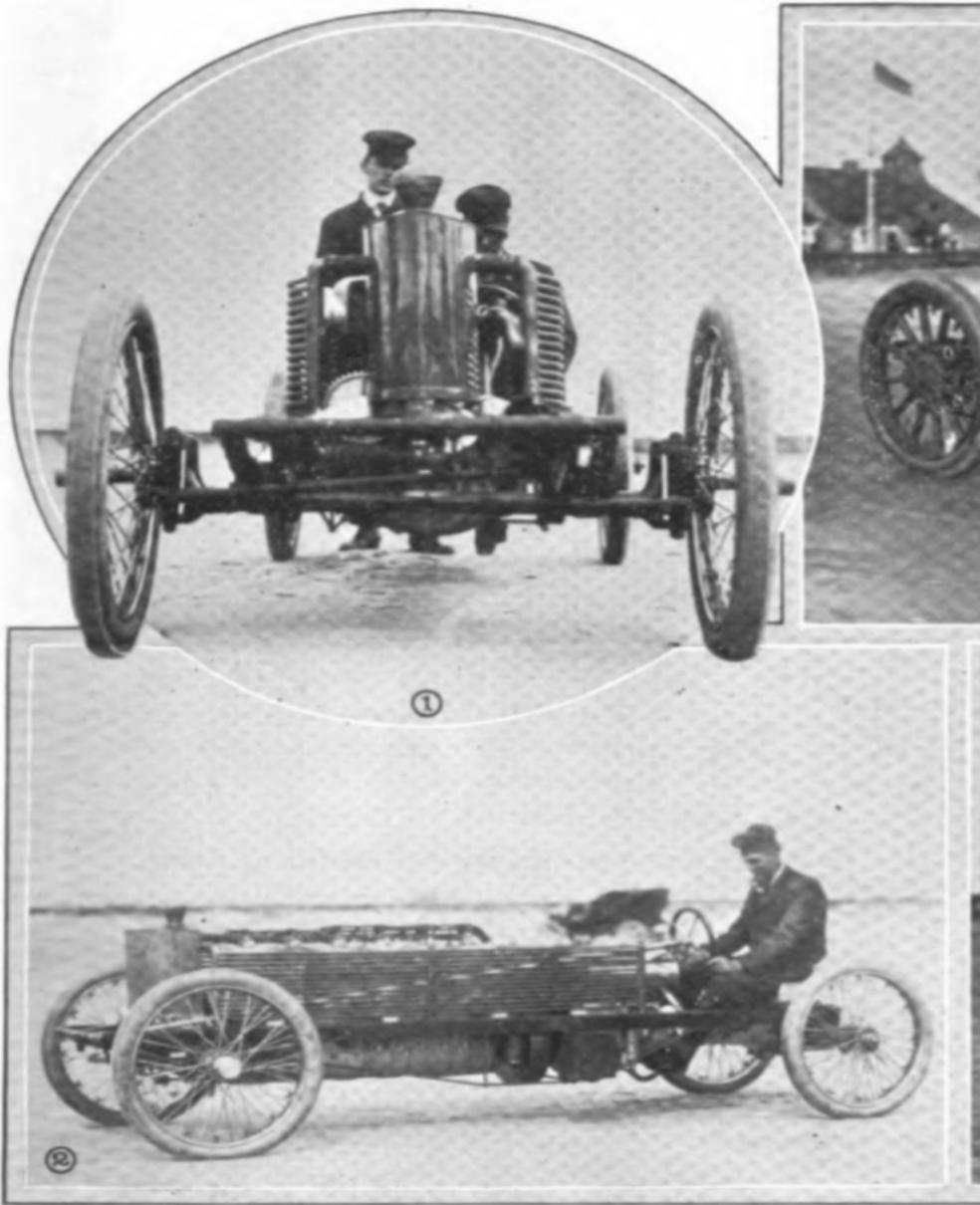
For over a century the leading United States automobile producers have been Ford and Chevrolet.

Ford and Chevrolet have left their mark on automobile racing history.

Henry Ford early in his career won automobile races.

Louis Chevrolet in his career won automobile races.

One year, one race, Henry Ford and Louis Chevrolet raced against each other. Man against man.



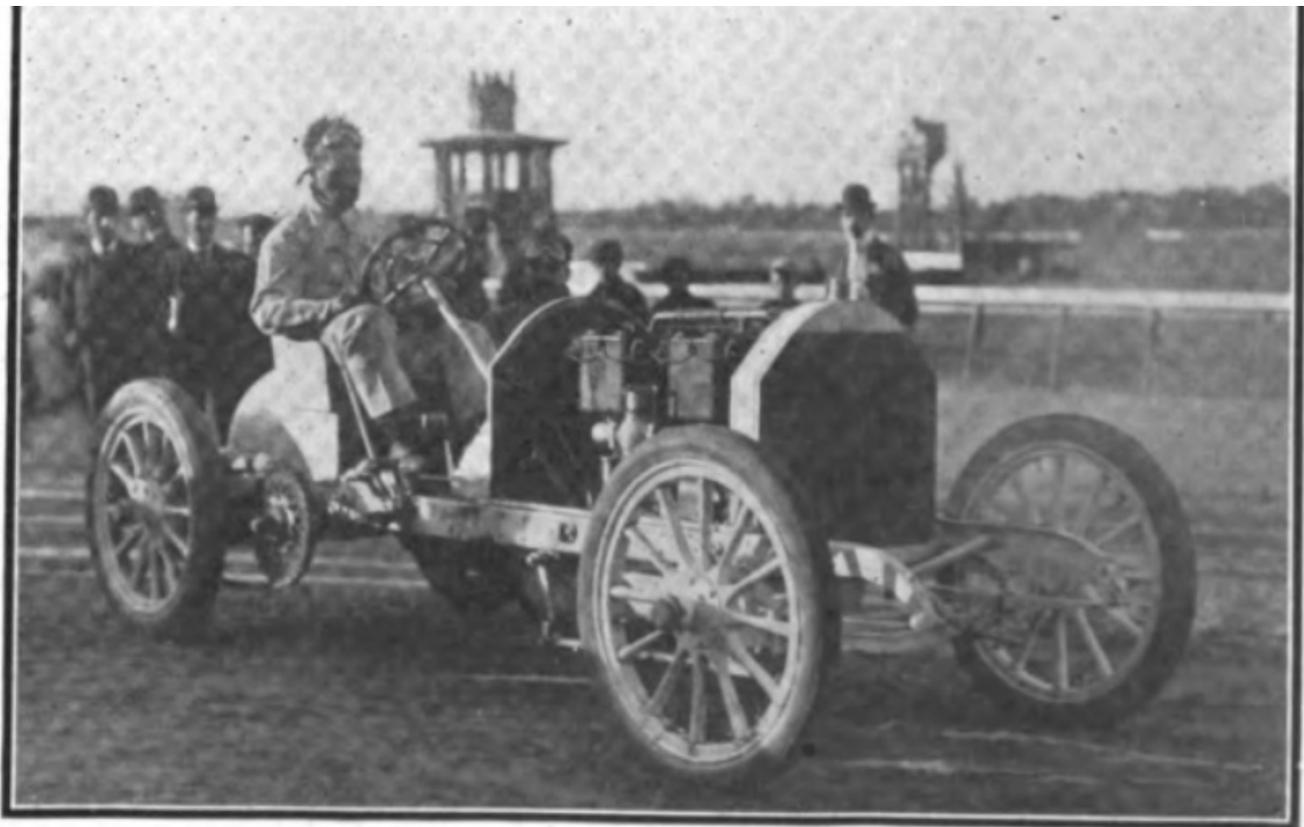
1. HENRY FORD ON 60 H. P. FORD RACER.
2. SIDE VIEW OF FORD RACER, HENRY FORD AT WHEEL.

October 10, 1901 Henry Ford let the world know that he could build an automobile by defeating one of the major automobile manufacturers and race drivers of the day, Alexander Winton, at Grosse Pointe, Detroit Michigan. A year later on October 25, 1902 Barney Oldfield defeated Alexander Winton at Grosse Point driving Henry Ford and Tom Cooper's Ford 999. Barney Oldfield dominated the 1903 racing season with the Ford-Cooper 999.

Henry Ford climbed behind the wheel of the Ford 999 to set a new one mile speed record on the ice of Lake St. Clair, Detroit, Michigan January 12, 1904. Ford updated the 999 for an attempt at the one mile speed record on the sands of Ormond-Daytona Beach in January of 1905 but was faced with mechanical problems. Henry Ford would next enter his racer for the Cape May Beach record runs Friday August 25, Saturday August 26, 1905.

1905 was the year that the American Automobile Association (AAA) decided to create the "National Automobile Racing Circuit Championship", a series of races on mile dirt ovals which attracted the automobile racing stars of the day, Barney Oldfield, Webb Jay, Herbert Lytle, Emanuel Cedrino, Montague Roberts, Guy Vaughn and Don Wurgis along with newcomer Louis Chevrolet.

Louis Chevrolet drove Major R.J.S. Miller's Fiat in his maiden season of automobile racing. Although Barney Oldfield was to win AAA's first national championship Louis Chevrolet provided plenty of competition winning three of the first four races before experiencing a major engine failure that sidelined him for the remaining races on the championship trail. Champion Oldfield would win five races that season. Louis Chevrolet would also win one non-championship race in 1905.



LOUIS CHEVROLET, THE NEW RECORD HOLDER, IN HIS 90 H. P. GARLIC.

Louis Chevrolet driving the winning Fiat at the May 20, 1905 Morris Park, Bronx, NY AAA Championship race.

Louis Chevrolet, driving a Fiat for Hollander & Tangeman, would next enter the Cape May Beach record runs Friday August 25, Saturday August 26, 1905.

Low tide 8:00 A.M. Friday August 25, 1905 the Cape May Beach was in perfect condition for the opening of the Cape May speed carnival as large crowds lined the beach.



Sunday August 28, 1905 Philadelphia Inquirer Henry Ford & Louis Chevrolet photos page 4.

“Fastest Automobiles in the World Will Take Part in Races on the Beach” reported The Morning Telegraph newspaper Friday August 25, 1905. Walter Christie with his Christie, Louis Chevrolet driving a Fiat, A.L. Campbell driving a Darracq and Henry Ford with his Ford were the name drivers of the meet, the “heavyweight car class.”

On Friday Henry Ford was at the beach but his automobile was on a train somewhere. Louis Chevrolet was late in arriving forcing four of the days featured events to be canceled. A series of one – kilometer races were held with Emanuel Cedrino, A.L. Campbell, T.H. Tropp and Mrs. Clarence Fidler (results are listed below).

Mrs. Clarence Fidler driving a Packard was initially not allowed to race but a meeting of the race officials reversed that decision. Mrs. Fidler would garner three victories before the weekend was over.

The excitement of the day happened after the officials had called a halt to the days activities. A.L. Campbell at the moment was speeding up the beach at around 90 miles per hour when he arrived upon many spectators walking on the beach. Campbell swerved into the water to avoid the crowd with no damage to anyone or the car.

Friday evening heavy rains and high tide played havoc with the beach. Workers had to fill in the low depressions in the sand and remove debris from the beach delaying Saturday's events until 9:00 A.M. Nine events were held with Samuel Eckert, C.J. Swain, Emanuel Cedrino, Mrs. Clarence Fidler, Louis Chevrolet, J.N. Wilkins, Jr. and A.L. Campbell all taking wins (results listed below).

With the tide rising officials called an end to the days activities at 1:30 P.M. Campbell, Chevrolet, Christie, and Ford all wanted a chance to attempt new world speed records. Members of the Cape May Automobile Club decided to continue the trials on Sunday August 27th with hope that the two intervening tides would place the course in record breaking condition.

A.L. Campbell was the center of attention for the second day in a row when he was speeding down the beach with the tide rising, when a large breaker rolled onto the course and Campbell had to drive through the surf creating a large column of ocean spray. Again to harm to Campbell or his Darracq racer.

A.L. Campbell fast timed at .38 seconds for the one mile flying start Cape May Trophy event. **Louis Chevrolet** followed with a time of .39 2-5 seconds with his Fiat. **Henry Ford** timed in third at .39 4-5 seconds.

Sunday the day was bright sunshine and after the two tides had cured the beach to almost perfect condition. Large crowds turned out for the final day of speed trials on Cape May Beach. Henry Ford, Walter Christie and Louis Chevrolet all burned the midnight oil to ready their racers for a chance at some speed records. Ford and Chevrolet after arriving late and insufficient time to ready their racers were struggling to keep their cars running at top speed.

Walter Christie driving his own Christie won the Cape May Cup one kilometer trial over Campbell and Henry Ford. A.L. Campbell won the remaining events of the day (results listed below).

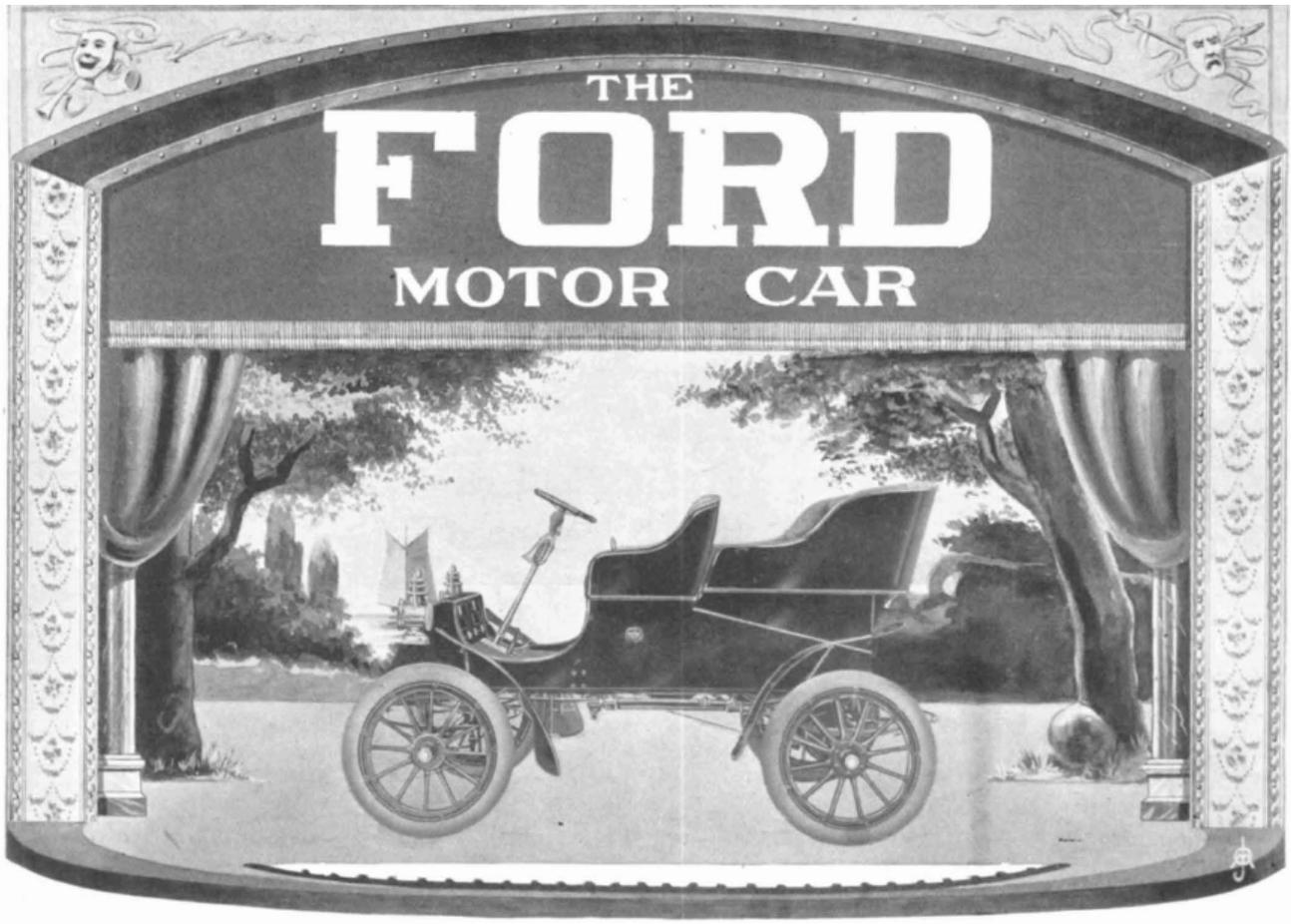
In the one mile flying start trial A.L. Campbell timed first over Walter Christie, **Henry Ford** and **Louis Chevrolet**.

The sea was moving in again and the speed carnival ended. It was a successful event with good attendance with everyone ready for future Cape May Beach speed trials.

This Cape May Beach speed trials was the first time that Louis Chevrolet and Henry Ford actually raced head to head against each other, twice that weekend. It was the sunrise of Louis Chevrolet's racing career and the sunset of Henry Ford's racing career. Both men remain giants of the automobile industry to this day.

Henry Ford would attempt to race two more times. On January 23, 1906 Henry Ford was unable to get his racer running at the Ormond – Daytona Beach trials. Louis Chevrolet was also at Ormond – Daytona driving Walter Christie's Christie. Henry Ford's last attempt was at the September 1907 Michigan State Fair. Ford and Frank Kulick were to take turns driving Ford's new six cylinder racer named 666 (999 upside down) when Kulick crashed and was severely injured. Henry Ford never raced again.

By 1906 Ford was outselling all other automobile manufacturers, a position Ford held until 1927 when Chevrolet sold more cars than Ford. Ford and Chevrolet traded that position back and forth over the next hundred plus years.



The Automobile magazine's January 30, 1904 advertisement for Henry Ford's first production automobile selling for \$800.

On November 3, 1911 Louis Chevrolet and William Durant formed the Chevrolet Motor Car Company. They did not produce automobiles until late 1913. The Chevrolet Royal Mail and Chevrolet Baby Grand were introduced at the New York Automobile Show January 1914. That same year William Durant bought out Louis Chevrolet. Louis, Arthur and Gaston Chevrolet formed the Frontenac Motor Corporation in 1914.

Louis Chevrolet started racing again in 1915 and raced successfully until 1920. As a car owner Louis Chevrolet won the 1920 Indianapolis 500 with his brother Gaston Chevrolet driving a Frontenac and repeated winning the Indianapolis 500 again in 1921 with Tommy Milton.

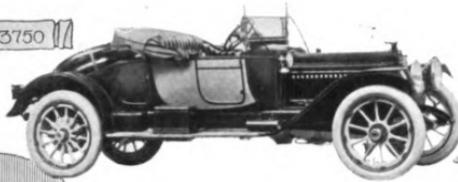
Below is the introduction of the first Chevrolet automobile at the 1914 New York City Automobile Show.

January 1, 1914

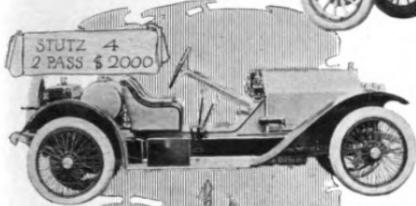
27

MOTORAGE

PACKARD 238 2 PASS \$3750



PIERCE-ARROW 38 2 PASS \$4500



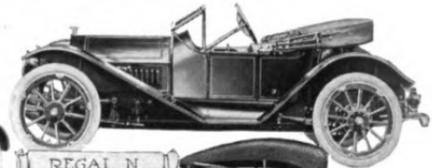
STUTZ 4
2 PASS \$2000



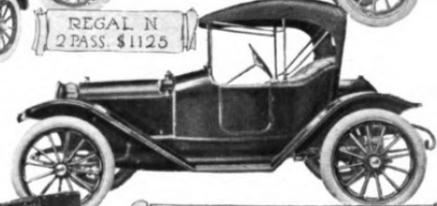
MOON 42
2 PASS \$1700



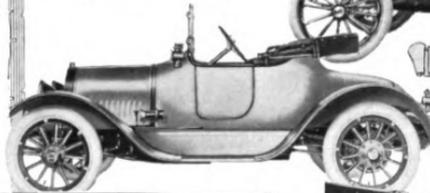
ENGER C
2 PASS \$1285



REGAL N
2 PASS \$1125



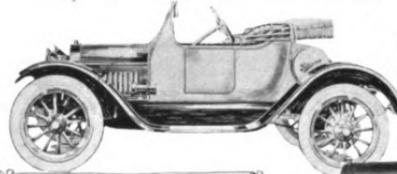
VULCAN 27 2 PASS \$750



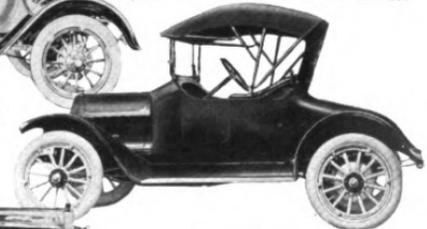
DUICK D 36 2 PASS \$1235



CHEVROLET H2 2 PASS \$750



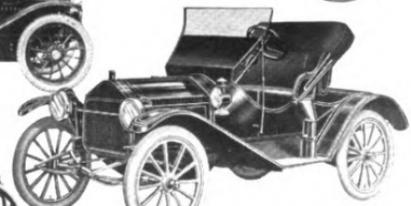
RED 2 PASS \$1175



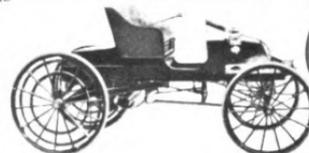
PATERSON 2 PASS \$1200



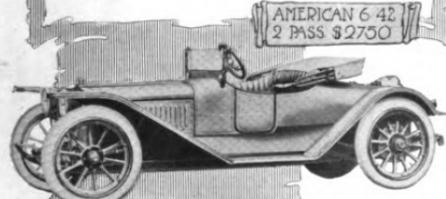
HERDSHOFF 6 2 PASS \$1650



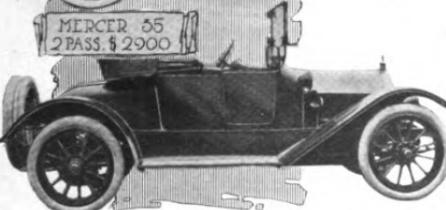
MITZ STANDARD
2 PASS \$475



DURYIA 2 PASS \$450



AMERICAN 6 42
2 PASS \$2750



MERCER 65
2 PASS \$2900

Klinekar 6-60, detachable-coupé roadster, \$3,500, 44.88 H.P., 133-inch W.B., 37 x 5 tires.
 Stearns-Knight, \$4,850, 43.80 H.P., 134-inch W.B., 34 x 4-inch tires.
 Paige, 36, \$1,575, 25.60 H.P., 116-inch W.B., 34 x 4 1/2-inch tires.
 Franklin 6-30, \$2,300, 31.60 H.P., 120-inch W.B., 34 x 4 1/2-inch tires.
 Hudson 6-40, \$1,750, 29.40 H.P., 123-inch W.B., 34 x 4-inch tires.
 Keeton, \$3,250, 33.75 H.P., 136-inch W.B.
 Great Southern 50, \$1,750, 43.63 H.P., 128-inch W.B., 36 x 4 1/2-inch tires.
 Hummobile H-8, \$1,050, 18.90 H.P., 106-inch W.B., 33 x 4-inch tires.
 Grant, \$495, 12.10 H.P., 96-inch W.B.
 Allen 38, \$1,395, 27.25 H.P., 118-inch W.B., 34 x 4-inch tires.
 Kisselkar 40-4, \$1,850, 22.50 H.P., 121-inch W.B., 36 x 4-inch tires.
 King B, \$1,095, 24.00 H.P., 112-inch W.B.
 Overland, \$950, 27.25 H.P., 114-inch W.B.
 Detroitter A 3 & A 4, \$900, 19.60 H.P., 104-inch W.B., 32 x 3 1/2-inch tires.
 Ford T, \$500, 22.50 H.P., 100-inch W.B.
 Stutz Series E Bearcat, four-cylinder, \$2,000, 36.10 H.P., 120 W.B., 36 x 4 1/2-inch tires; six-cylinder, \$2,250, 38.40 H.P., 120 W.B.
 Moon 42, \$1,750, 32.40 H.P., 118 W.B.
 Enger C, \$1,285, 32.40 H.P., 120 W.B.
 Regal H, \$1,125, 22.50 H.P., 109 W.B.
 Buick B 36, \$1,235, 22.50 H.P., 112 W.B.
 Chevrolet Royal Mail H-2, \$750, 21.38 H.P., 104 W.B., 30 x 3 1/2 tires.
 Paterson 33, \$1,200, 19.60 H.P., 112 W.B.
 Reo the Fifth S T 5, \$1,175, 25.60 H.P., 112 W.B., 34 x 4 tires.
 Herreshoff 6-40, \$1,850, 27.25 H.P., 124 W.B.
 Metz, \$475, 22.50 H.P., 90 W.B., 30 x 3 tires.
 Duryea Buggyaut, \$450, 86 W.B., 44 x 1 1/2 tires.
 American 6-42, \$2,750, 43.80 H.P., 140 W.B.
 Mercer Series O, Type 35, \$2,900, 32.40 H.P., 144 W.B., 37 x 5 tires.
 Packard 38 Phaeton runabout, \$3,750.
 Pierce-Arrow 38 C-2, \$4,300, 38.40 H.P., optional W.B., 36 x 4 1/2 tires.
 Vulcan 27, \$750, 18.25 H.P., 105 W.B.



Illustrating the sweeping curves of the Davis and the bullet-type side lights

glasses lowered, giving a strictly open roadster body.

The equipment is complete, including even a spare demountable rim and license brackets which is out of the usual.

CHANDLER

Lightweight six at a moderate price

CHANDLER cars were not exhibited at the last shows, for the reason that at that time the Chandler Motor Car Co. had just been organized and only had an experimental car on the road. Since then the company has established a factory at Cleveland, O., and at the present time is turning out 200 cars a month.

The makers anticipated the demand for a lightweight six at a moderate price and in consequence of their foresightedness they are offering one that weighs less than 3,000 pounds fully equipped, selling for \$1,785 and with fuel economy one of its strong points. Such features as the Westinghouse two-unit system of starting and lighting, Bosch magneto, Firestone demountable rims, F. and S. imported annular ball bearings, and Jiffy curtains are found on the Chandler.

The company manufactures its own motor from its own design, it being of the L-head type with the cylinders cast in two blocks, the valves inclosed, and the camshaft and cams cut from solid forgings. The crankshaft bearings are 1 7/8 inches in diameter, more than one-half of the diameter of the pistons themselves. Attention is called to the fact that the cast aluminum crank base extends to the frame sides, thus securing rigidity of engine mounting as well as protecting the motor from mud. This motor base also serves as an accessible mounting for the magneto, pump, electric horn, starting switch and other accessories. The three-speed gearset is inclosed in a unit case with a multiple-disk clutch, this unit being bolted directly to the engine base.

The oiling system is contained within the motor, with a rotary pump installed in

the large oil reservoir of the engine pan, oil being pumped directly to all main bearings and all working parts. An individual trough system under each connecting rod provides splash lubrication for rods and pistons.

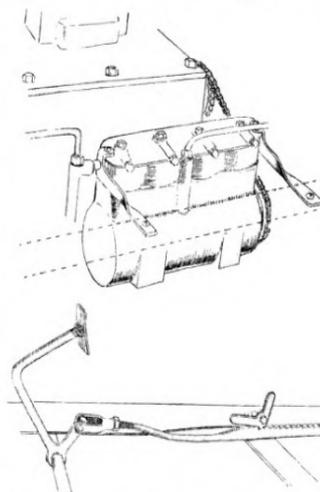
Other features of the Chandler are cooling by centrifugal pump, floating pressed steel rear axle, double-expanding type brakes, 34 by 4 wheels. In the way of bodies the Chandler follows the streamline idea with 10-inch Turkish upholstery, windshield built in without braces and adjustable for rain or ventilation. There are five styles of bodies, a five passenger that lists at \$1,785, a roadster that lists at the same figures, the three-passenger coupe at \$2,485, a five-passenger limousine at \$2,985, and a five-passenger sedan at \$2,885.

CHEVROLET

New light six-cylinder model added

A NEW light six-cylinder model to sell at \$1,475 is something the Chevrolet Motor Co., Flint, Mich., kept up its sleeve until show time. This new six, which has just been announced, fills out a line that also includes two fours, the Baby Grand which sells at \$875 and the Royal Mail roadster, which lists at \$750.

The six is a touring car, the motor being of the L-type and with cylinders 3 3/8 by 5 1/4. The valves are inclosed and the gearset is placed on the rear axle. The car has a 112-inch wheelbase and carries 34 by 4-inch tires. Such equipment features as electric lights and a self-starter, mohair top, curtains and boot and clear-vision



Above, four-cylinder air compressor for cranking DeSoto; below, DeSoto's pedal operated emergency brake with its automatic latch

windshield are included. The self-starter, which the Chevrolet fits to the six-cylinder model is of the electric type. It is an Auto-Lite.

The four-cylinder motor used on the Baby Grand and the Royal Mail, is of the valve-in-the-head type and with cylinders

3 1/8 by 4-inch. The cylinders are cast in block and have detachable heads. Also the valves are inclosed. The oiling system is splash, with positive pump and the sight-feed on the dash. The ignition is high-tension, the clutch of the leather-faced cone type, the cooling thermo-syphon, while left drive and center control are other features.

On the Baby Grand, which is a touring car, the tires are 32 by 3 1/2-inch, and there is a 16 gallon gasoline tank, which is carried in the rear. The wheelbase is 104 inches and the weight of the car, equipped and carrying gasoline, oil and water, is given at 2,200 pounds. Electric lights with generator and an electric starter are quoted as extras at an additional cost of \$125. When this type of electric equipment is employed a coil and distributor are used in the ignition system instead of a magneto.

The main points of difference between the Baby Grand and the Royal Mail consist of smaller tires, 30 by 3 1/2, on the latter a larger gasoline tank, one carrying 20 gallons, while the weight is reduced to 1,975 pounds.

COEY

Four-cylinder added to the line

A NEW four-cylinder car has been added to the line of the Coey-Mitchell Automobile Co., Chicago, which now consists of two cars, a four and a six, the latter appearing this year with no changes. The feature of the new four is the price, which is \$995 in five passenger touring form. This car has a short-stroke motor of 5 1/2 by 5 1/4 inches, with T-head cylinders cast in pairs. The motor is thermo-syphon cooled. Another feature of this car is the rear axle gearset unit, the drive to it being through a disk clutch and from it to a semi-floating rear axle. The wheelbase is 128 inches and the drive right and control center.

COLBY

Six-cylinder company's trump card

THE Colby Motor Co., Mason City, Ia., is confining its efforts to a six-cylinder chassis known as 6-C-60. This is made either a seven-passenger or two-passenger roadster. The car has right drive and right control. The power plant is a unit supported at three points, including the motor, clutch and gearset. The 4.125 by 5.25 motor has its L-head cylinders cast in pairs with the manifolds as separate castings.

The valves are all on the left side and are operated by a camshaft driven through helical gears. The motor is lubricated by splash, the oil being circulated by a plunger pump and maintained at a constant level. Water is circulated through a honeycomb radiator by a gear pump. Double ignition system is used, the source of current being an Eisemann high-tension magneto. Fuel system includes a Rayfield carburetor which is fed by pressure from a 23-gallon tank located beneath the



A classic Indianapolis Speedway photograph of Henry Ford sitting in the 1924 Barber Warnock Special. In this Indianapolis Speedway photograph Henry Ford is sitting in Fred Harder's racer (Harder started 22nd and finished 17th). On his left is Louis Chevrolet constructor of the Fonty-Ford Barber Warnock Special. Next to Chevrolet is Carl Fisher and Barney Oldfield.

Cape May Beach Races

August 25 – 27, 1905

Date	Race	1 st	2 nd	3 rd	Additional Information
Friday					
08/25/1905	One - kilometer middleweight class .39 1-5	Emanuel Cedrino Fiat	C.W. Kelsey Maxwell		851 – 1,432 pounds flying start
	One - kilometer up to 40 h.p. .56	Mrs. Clarence Fidler Packard	Charles Bachrach Packard		Touring cars flying start
	One - kilometer up to 20 h.p. .58	F.C. Sweeney Pope-Toledo	C.W. Kelsey Maxwell	Samuel B. Eckert Stevens-Duryea	Touring cars flying start
	One - kilometer up to 40 h.p. no time	T.H. Thropp Winton	J.N. Wilkins Winton	C.J. Swain Winton	Touring Cars flying start
	One - kilometer up to 50 h.p. .59	T.H. Thropp Winton	C.J. Swain Winton	J.N. Wilkins Winton	
	One - kilometer w/four passengers up to 40 h.p. .51 1-5	T.H. Thropp Winton	J.A. Depew Winton		Final Heat H-1 Thropp H-2 Swain
	One - Kilometer time trials	A.L. Campbell Darracq .25 1-5	Walter Christie Christine .26 4-5	Louis Chevrolet Fiat .24 3-5	
Saturday					
08/26/1905	One - mile middleweight cars .51 3-5	Emanuel Cedrino Fiat	C.W. Kelsey Maxwell		Walkover 851 to 1,432 pounds
	One - mile stock cars up to 40 h.p. .115 3-5	Mrs. C.C. Fidler Packard	George Jones Jones-Corbin		Touring cars flying start
	One - mile stock cars up to 50 h.p. .133	J.N. Wilkins, Jr. Winton	Thomas H. Thropp Winton		Touring cars standing start
	One - mile w/four passengers stock cars up to 40 h.p. .113	Mrs. C.C. Fidler Packard	C.J. Swain Winton		Touring Cars flying start
	One - mile Bellevue-Stratford Trophy stock cars up to 40 h.p. .116	J.N. Wilkins Winton	Thomas H. Thropp Winton		Touring cars flying start
	One - mile stock cars up to 20 h.p. .123	Samuel B. Eckert Stevens-Duryea	F.C. Sweeney Pope-Toledo		Touring cars flying start
	One - mile Caldwell Trophy heavyweight cars .51 4-5	Louis Chevrolet Fiat	A.L. Campbell Darracq		standing start 1,432 – 2,204 pounds
	One - mile Cape May Trophy time trials flying start	A.L. Campbell Darracq .38	Louis Chevrolet Fiat .39 2-5	Henry Ford Ford .39 4-5	Walter Christie Christie .38 2-5
	One - mile w/four passengers up to 40 h.p. .113	C.J. Swain Winton	J.N. Wilkins Winton		Touring cars flying start

Date	Race	1 st	2 nd	3 rd	Additional Information
Sunday					
08/27/1905	One - kilometer time trials Cape May Cup	Walter Christie Christie .23 2-5, .24 2-5, .23 4-5	A.L. Campbell Darracq .24 1-5, .24 3-5, .24, .24 4-5, .24	Henry Ford Ford .25	flying start \$500
	One - kilometer time trials Hotel Stockton Trophy	A.L. Campbell Darracq .42			standing start
	One - mile time trials flying start	A.L. Campbell Darracq .38 .40 2-5, .41 3-5, .40 4-5	Walter Christie Christie.43 4-5, .39 1-5, .39 2-5, .41 1-5, .39 1-5, .42 1-5, .41	Henry Ford Ford .43, .44 1-5, .44 3-5, .41, .42 car broke down	Louis Chevrolet Fiat .40 3-5 car broke down
	One - mile Winton Trophy time trials .40 1-5	A.L. Campbell Darracq			
	One - kilometer time trials Fred Betz Trophy	A.L. Campbell Darracq .24 1-5			



A. L. CAMPBELL

Sunday August 28, 1905 Philadelphia Morning Inquirer A.L. Campbell photo page 1.

Sources for this research were from period magazines, Horseless Age, Motor Age, The Automobile, Motor, Motor World and Automobile Topics from the Horseless Carriage Foundation Automotive Research Library, also the Philadelphia Morning Inquirer and Google Books.

By Kenneth J. Parrotte
January 15, 2020