

Most Racing Cars Are Freaks

By F. Ed. Spooner

What of Ormond and its meet of 1907? The question arises on all sides nowadays, for results this year were again unsatisfactory to the builders of cars of standard racing pattern, cars following closely the regular lines of stock cars of the various manufacturers.

Freak cars again won out at Ormond, took away the honors. None will ever credit, for instance, the Stanley steamer, with being a legitimate pattern of the stock car, of having anything in common with the regular product of its maker. None will credit the great eight-cylindereed 200 H. P. Darracq car as being a model of anything turned out for the regular trade. The steamer and the Darracq, the latter without differential, divided the main honors of the meet, the former with the one mile record of :28 1/5, the Darracq with the two miles in :58 4/5. The cars constructed on the lines of regular touring cars of marketable pattern won few honors, and yet those who spent money like water to achieve results legally and according to the rules of the controlling body of the sport, gained few returns for their trouble.

Are men going to go on and on, building racers, retaining drivers, paying expenses of the drivers, mechanics and helpers, to be tricked out of the honors sought by freak monsters designed alone for beach racing? These cars were not capable of traveling to Havana for the road race, they would never be rated as Vanderbilt racers, and when Ormond was over, their date of useful existence was passed and gone until another meet on the sands.

Can Ormond's great meet be run with freaks? It will have to be in future if they are allowed to compete.

Is there a solution possible of this

problem of the propagation of Ormond's annual events? It would seem so, and Mr. E. Rand Hollender is the author of it. Mr. Hollender's firm, the Holtan Company, brought Lancia, the Great, to America and sent Lancia, Cedrino and a half score mechanics to the sunny South to do all possible for the Ormond meet and incidentally to win fame for the Fiat against cars of legal pattern. In return for the expenditure of fully \$5,000, the Fiat agents received little or nothing in the way of advertising. The Napier Motor-Car Co. at considerable expense brought a big racer to this country, and Walter Clifford-Earp came to drive it. The Napier won honors, but the mile in :28 1/5, the two miles in :58 4/5, so far overshadowed the mere winning of a race of one hundred miles that little honor remained for the Napier.

Makers and importers do not care to build beach skimmers that have no value as testers of motors and construction. They do not care to enter the freak class but do desire opportunity for honest tests of the cars of their manufacture, constructed along the lines laid down by the controlling organizations of all countries. Given to understand that the rules would be lived up to at all times, they paid big entry fees and liberal expenses to men to go and fight it out. And for what? Why to be beaten by cars not within the pale of practicability, cars to be termed only freaks and no more.

Mr. Hollender made no threats in his talk on Ormond, but he sealed the doom of the great Ormond meets as international affairs without threat when he said: "The makers of cars in Europe will not enter again at Ormond. They stand together in the Importers Association and will stand shoulder to shoulder

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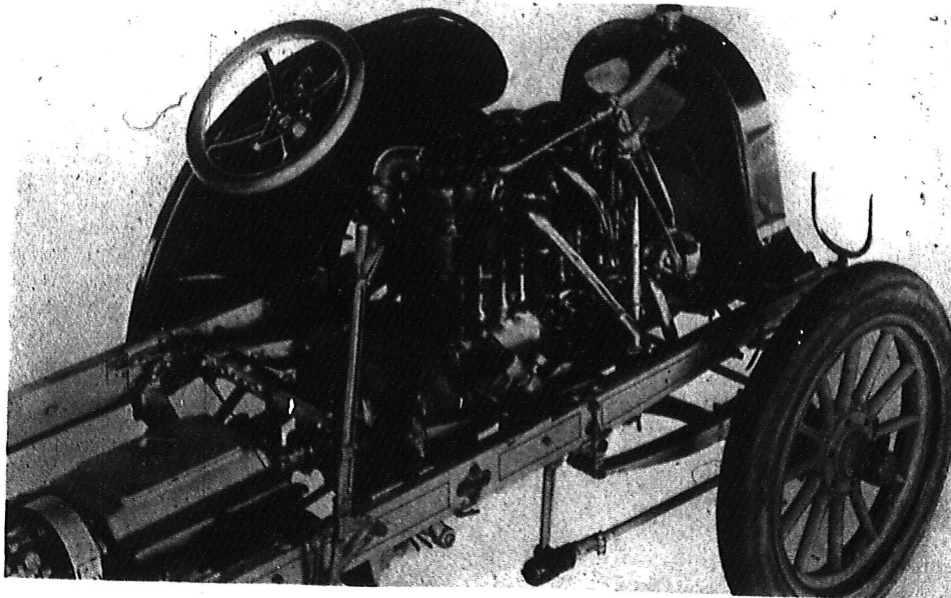
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in this matter. Providing Ormond can be run without the European cars, then it will have to be run in that way unless there is a change."

When pressed for a suggestion, Mr. Hollender said: "Run the long races first and require that a certain average speed be maintained in each of these long races, providing a car is to be qualified for the final race. For instance, open the program with the one hundred mile race. Require for that an average speed of sixty miles. Run the fif-

cars go wrong under the strain. They would not be so likely to go wrong at the shorter distances were the long races run first of all and the motors given a thorough test in these. By the means I suggest the field would be cleared of freaks, for none but cars of legitimate pattern would ever meet the requirements of the long races. With a program so arranged and with the requirements I mention, there would be no entry made of cars of freak construction and none but cars meeting the every re-



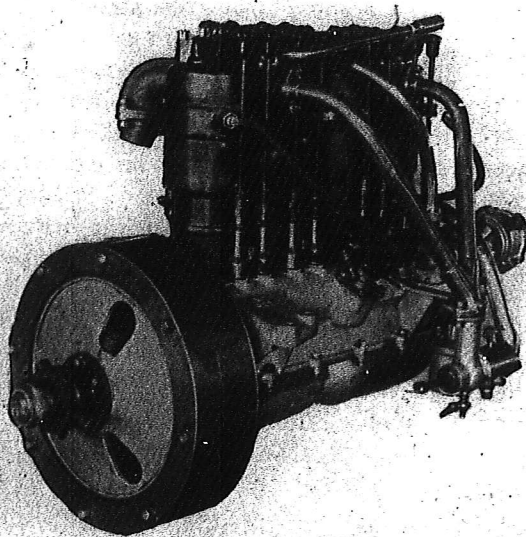
CHASSIS AND ENGINE OF POPE HARTFORD MODEL F

ty-mile race second on the program, and require for that an average speed of sixty-five miles an hour. Then put on an hour race and require a speed of sixty-five to seventy miles an hour for that. Cars which complete two of the three long races and are within this average to be allowed to take part in the shorter contests of fifteen, ten, five, two and one miles. As at present arranged, the Ormond programs are wrong. These sprints cause the drivers to turn their motors over faster than is safe and the

requirement of the racing rules of all countries would be found in the list."

This suggestion of Mr. Hollender met favor in other quarters and every effort is to be made to so arrange matters that another year will see an immense entry list of legitimately constructed cars in the events at Ormond.

Manager W. J. Morgan had decided ere he learned of the ultimatum of the importers, to program for next year a one hundred mile race with a time limit of one hour. Instead of "Two miles a



IGNITION SIDE OF POPE HARTFORD MODEL F

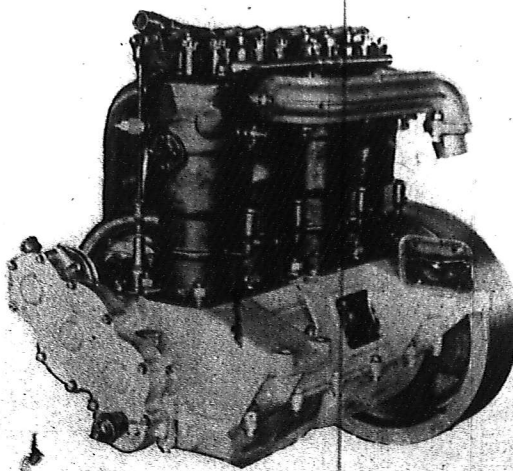
minute" as a slogan, there will be "One hundred miles per hour."

One thing seems certain. International competition must be fostered at Ormond for the future, as the American makers are this year preparing to enter the field actively with cars capable of bearing the Stars and Stripes with honor. There are building for the Vanderbilt race not less than fifteen to twenty cars which promise to rank with the best which Europe turns out. Announcement of the construction of two Pope-Toledo cars, two Thomas cars, one Royal, three Frayer-Miller, two White cars, a Maxwell-Briscoe, a locomobile and several others have been made and all these will be of from 110 to 120 H. P.

Italy, Germany, France and England are certain to oppose America in the contest for the Vanderbilt trophy, and these countries must be induced to meet America not only on the road but on

the beach next spring. And it will be spring, for Ormond's dates are to be set for late in March instead of in January when the weather is so uncertain. With the later date good weather will be certain, the makers of American and the importers will have finished with the annual automobile shows and the opportunities for competition will be keener, as the makers, ordinarily too rushed to get through cars for the shows, will find the opportunity after completing the show cars to prepare American facing cars for the Ormond-Daytona, the Atlantic

Beach and other shore contests. The showing made by American cars of the gasoline type this year was so lamentable that Americans were shamed, but the outlook for 1907 is very bright. Let us hope that the management of the races will not prove so blind as to again open the doors to cars of freak construction and that those who would abide by the rules be given every consideration.



EXHAUST SIDE OF POPE HARTFORD MODEL F

Coming M

"What's the next?" The question is a automobile dealer the game on eve The season promises competition as a m Wilkesbarre hill c will be announced

City meet Easter v meet, the week of Dead Horse hill cll frequent events therea goodly entry list. T on Atlantic Beach largely from the N quite an event and t terested in the out promises lively com the beaches and in ance contests. The ing much talked ab Economy Run of th Club and the six-da