

# AUTO SEASON OF 1909 ONE OF BROKEN RECORDS

NEW MARKS SET AT ROAD AND TRACK MEETS.

## SPEEDWAY TRIALS DEC. 17-18

[By Carburetor.]

While a series of speed trials are to be given on the reconstructed Indianapolis motor speedway before the auto makers turn to the new year, the curtain on the 1909 racing season has been drawn. The season in the United States has been one of broken records on road and speedway. It has also been one of triumphs for American cars.

In twenty-seven road events during the year 223 cars started. Of this number eighteen were made in Europe. One foreigner was victorious, the Fiat, in one of the classes at Riverhead, L. I., September 29. The Fiat started eight times during the year winning one first, two seconds and one third. The Isotta took part in four races, and was placed but once. The Benz started twice and won a single second. The Renault started once, and was unplaced. The Mercedes started three times, with no result.

### Greatest Racing Season.

As far as events, starters and records are concerned, the season has been the greatest in the history of the American industry. Yet many factories kept out of the game entirely, while others entered machines in only a few of the larger events.

The Oldsmobile, Cadillac, Hupmobile,

MANUA



The junior team of the Manual High School Interclass Football was not defeated once during the season, and has a clear title as champion. In three games the junior team total of 104 points to their opponents' 0.

hundred miles. Trials will also be for one hour's running. The trials start at 1 P. M. on Friday, with events on Saturday. The admission fee will be 25 cents. The net proceeds 10 to drivers breaking the records.

Races for Stock Cars.

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The Chalmers-Detroit and Buick factories went into the sport hardest of all, and statistics compiled by Motor Age give the greatest laurels to the Chalmers. Twenty-two Chalmers cars started in various events, and returned five firsts, three seconds and two thirds, leaving twelve machines unplaced. The Buick started twenty-seven times and brought home five winnings two seconds and two thirds.

A good record was made by the Pope-Hartford which won four events on the Pacific coast. In a sensational finish a Pope-Hartford won the small car 148.2-mile Portola race at San Francisco, with an average speed of 65.7 miles an hour. L. Chevrolet has to his credit the fastest road race time of the year in America and in Europe. He averaged 69.9 miles an hour at Riverhead, L. I., driving a Buick, and in the Vanderbilt he did the fastest lap of the year, averaging 76.5 miles an hour. Chevrolet's time at Riverhead was made in a race of 113.7 miles.

## Apperson Makes a Record.

For the long distances over two hundred miles, the Apperson leads the list. Driving an Apperson in the Ferris cup race at Los Angeles, July 10, Harris Hanahan went 292 miles in 8:08.02, which averages 36.46 miles an hour. This feat set a new American stock car record for all distances, which remained until Chevrolet's victory at Riverhead in the short 113-mile race.

The big American classic, the Vanderbilt race, was won by an Alco car, an American-made machine, driven by Harry H. Miller. For the 778 miles the Alco required 12:52, its average speed being 62.8 miles an hour.

## Speedways Set New Mark.

During the year the big motor speedways at Indianapolis and Atlanta were opened with big racing events. The Indianapolis track is  $2\frac{1}{4}$  miles around and the Atlanta motordrome two miles. New records in all the distances from one mile to 25 miles resulted from the speed meets. At Atlanta Louis Strang, in a Fiat car of

hundred miles. Trials will also be for one hour's running. The trials start at 1 p. m. on Friday, and events on Saturday are to begin one hour earlier. The admission fee will be 25 cents in the grand stand and 50 cents for the main grand stand. Net proceeds to be divided among drivers breaking top records.

## Races for Stock Cars

Perhaps the foremost feature of the racing season in America is the fact that in all the important speed events there were so framed that only stock cars could participate. For the first time the Vanderbilt race was put on a stock basis. The days of racing, except for individual exhibition performances, are thought to be over. Manufacturers have come to realize that stock performances are the only ones which appeal with buyers.

## Drivers Take Menors.

Based on its tables of performance, Motor Age names Menor, Harry H. Chevrolet, Hanahan, Grant, McLaughlin, Aitken, Kniper, Wemme as the stellar racing drivers of the year.

"In the race for supremacy it is difficult to pick one who is head and shoulders above the rest, as was the case last year. Strang had them all beaten in his races won," says the magazine. "However, it would seem as if Harry H. and George Robertson are entitled to most credit for their fine work."

Dingley should be mentioned for he has driven in seven races this year, of which he has been second in three races and third in four. Only once did he fail to show up. His best time shows that his fastest time is 11:20. Wemme cup, in which he averaged 62.8 miles an hour, and his lowest performance was in the Vesper trophy, in which he was third at 62.05 miles an hour. He started only four times he won—at Lowell and at Philadelphia. He was second in the trophy and third in the Cup trophy. Dingley has three wins to his credit, black marks against him are four times he ran unplaced. It seems a case of win or not finish with the Swiss."

LANDIS WINS SECOND-G

Left at 20.42, its average speed being 62.8 miles an hour.

**Broadway Del. New York**

During the year the big motor speed-meets at Indianapolis and Atlanta were the chief racing events. The Indianapolis track is 2½ miles around and the Atlanta motorcourse two miles. New records were set up distances from one mile to the track record. In a Fiat car of 100 horse-power, drove a mile in 37.31 seconds, which is at the rate of 95.4 miles an hour. In the same car Strang drove two miles in 71.51 seconds, or at the rate of 81.3 miles an hour. Still the distances up to two hundred miles were gone at a speed averaging over sixty-nine miles an hour.

The American records are not so fast as those made on the track at Brooklands, England, but some experts credit the differences to the surfaces of the speedways. The Brooklands track has a cement surface. That of the Atlanta track is gravel and clay, and that of the Indianapolis track was macadam and tar when the races were held, in August.

The Indianapolis track has been re-laid with brick, and a record meet will be held December 17 and 18, when will be made at all records from one to one hundred miles. Strang, Gandy, Robertson, Oldfield and Christie, in addition to the local colony of drivers, are expected to take part.

The following were sanctioned.

The dates for the Indianapolis trials were mentioned by the A. A. A. this week and announcement of the fact was made by the speedway management to the various bankers. With fitting of the sanction the date is set. The program is now being put and will include events for cars 6-80 to 600 cubic inches; Class 1, 60 cubic inches; Class 2, 231 to 261 cubic inches; Class 3, 161 to 191 cubic inches; Class 4, 161 cubic inches and the trials will be made in 40 classes and separate records kept.

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the mile, the one-half mile,  
the one-mile, the five miles  
and the ten miles.

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# LANDIS WINS SECOND G

## Defeats Sands in Close Match Billiard Tourney.

Nusbaum (97)	*****
Bemis (229)	*****
Thompson (165)	*****
Sands (176)	*****
Gant (200)	*****
Swank (175)	*****
Landis (200)	*****
Holman (176)	*****
Stone (176)	*****
Carpenter (11)	*****

Landis won his second game Board of Trade Handicap Billiard last night by defeating Sands. E. Sands is in the 175 class. Landis tied with Dr. Gant and Brown for place. Both players exhibited a of difficult shots and both played form. High run scores went with a striking of 20 in his sixty-e

Landis—	0	0	0
S.	0	12	6
G.	2	6	3
L.	1	6	1
B.	0	6	3
average.	1	7.75	3.75
Hanis—	0	0	0
A.	1	1	1

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#### **Neighbors to Sioux City**

**MOBILE**, Ala., October 4.—  
Cv. Neighbors was held yesterday  
Mobile baseball Association to 1  
City club at the Western Inn.

quired 1:26:42, its average speed being 62.8 miles an hour.

### Speedways Set New Mark.

During the year the big motor speedways at Indianapolis and Atlanta were opened with big racing events. The Indianapolis track is  $2\frac{1}{2}$  miles around and the Atlanta motordrome two miles. New records in all the distances from one mile to 250 miles resulted from the speed meets. At Atlanta Louis Strang, in a Fiat car of 150-horse power, drove a mile in 27:31 seconds, which is at the rate of 95.4 miles an hour. In the same car Strang drove two miles in 1:21.51; at the rate of 88.3 miles an hour. All the distances up to two hundred miles were done at a speed averaging better than sixty-nine miles an hour.

The American records are not so fast as those made on the track at Brooklands, England, but some experts credit the differences to the surfaces of the speedways. The Brooklands track has a cement surface. That of the Atlanta track is gravel and clay, and that of the Indianapolis track was macadam and tar when the races were held, in August.

The Indianapolis track has been resurfaced with brick, and a record meet will be held December 17 and 18, when trials will be made at all records from one mile to one hundred miles. Strang, Chevrolet, Robertson, Oldfield and Christie, in addition to the local colony of drivers, are expected to take part.

### Indianapolis Meet Sanctioned.

The dates for the Indianapolis trials were sanctioned by the A. A. A. this week and announcement of the fact was forwarded by the speedway management yesterday to the various makers. With the granting of the sanction the date is permanent. The program is now being arranged and will include events for cars of Class 1, 450 to 600 cubic inches; Class 2, 301 to 450 cubic inches; Class 3, 201 to 300 cubic inches; Class 4, 161 to 200 cubic inches; Class 5, 161 cubic inches and under. Separate trials will be made in each of these classes and separate records will be kept.

In the list of events there is included the one-quarter-mile, the one-half mile, the kilometer, the one mile, the five mile, the ten mile, the fifty mile and the one

start, and times he won at Lowell and at Philadelphia. He was second in the trophy and third in the cup. Total has three wins to his credit, but his are black marks again. Sometimes he ran unclassified. It seems that his finish with the team.

## LANDIS WINS SECOND-G

Defeats Sands in Close Match  
Billiard Tourney.

NOW TIME STAND:

WEN.

Nusbaum (300)	.....
Bernie (226)	.....
Thompson (220)	.....
Sands (178)	.....
Gant (200)	.....
Swank (175)	.....
Landis (225)	.....
Holman (175)	.....
Stone (175)	.....
Carpenter (175)	.....

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Landis	9	9	9	11	L	L
9	9	11	9	11	A	L
9	2	9	9	9	A	L
L	1	1	9	11	A	L
A	9	9	9	9	A	L
average	11	10	10	10	A	L
Sands	9	9	9	1	A	L
11	1	1	1	1	A	L
9	1	1	9	9	A	L
1	4	6	1	1	A	L
2	6	1	9	9	A	L
2	10	11	11	9	A	L

Referee—Harry Geist.

### Neighbors to Sioux City

MOBILE, Ala., December 4.—Cy Neighbors was sold yesterday to the Mobile Baseball Association to the Sioux City club of the Western League.

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Based on its tables of performance, Motor Age names Dingley, Robertson, Chevrolet, Hanshue, Grant, Matson, Harroun, Aitken, Knipper, Burman and See as the stellar racing drivers of the year. "In the race for supremacy it is hard to pick one who is head and shoulders above the rest, as was the case last year, when Strang had them all beaten in number of races won," says this authority. "However, it would seem as if Bert Dingley and George Robertson are entitled to the most credit for their fine work. Perhaps, if anything, Dingley should be favored, for he has driven in seven races this year, of which number he has won two, been second three times and third once. Only once did he fail to finish. The dope shows that his fastest race was the Wemme cup, in which he averaged 58.7 miles an hour, and his lowest performance was in the Vesper cup, in which he was third at 52.06 miles an hour. Robertson started only four times. Two of these times he won—at Lowell and at Philadelphia. He was second in the Indiana trophy and third in the Cobe cup. Chevrolet has three wins to his credit, but the black marks against him are the four times he ran unplaced. It seems to be a case of win or not finish with the burly Swiss."

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Horace  
Philadelphia  
one of  
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known

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