

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.

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MANUA



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

hundred miles. Trials will also be for one hour's running. The trials start at 1 P. M. on Friday, while events on Saturday are scheduled to begin one hour earlier. The admission fee will be 25 cents in the field and 50 cents for the main grand stands. The net proceeds to be divided among 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 Hanchue went 202 miles in 3:08:03, which averages 67.45 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 F. Grant. For the 278 miles the Alco required 4:25:42, 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 2½ miles around and the Atlanta metrodrome 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

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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 are thought to be over. Manufacturers have come to realize that stock car performances are the only ones which will attract buyers.

Drivers Take Names.

Based on its tables of performance, Motor Age names Dingler, Hanchue, Chevrolet, Hanchue, Grant, Malcomson, Aitken, Knipper, Dugman and 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 Louis Strang had them all beaten in the 100-mile race won," says this authority. "However, it would seem as if Louis Strang and George Robertson are entitled to most credit for their fine work. If anything, Dingler should be named for he has driven in every race of the year, of which number he has won three times and three seconds and three thirds. Only once did he fail to finish. His record shows that his fastest race was the Wemme cup, in which he averaged 76.5 miles an hour, and his lowest performance was in the Vesper cup, in which he finished third at 52.06 miles an hour. He started only four times. Two times he won—at Lowell and at Philadelphia. He was second in the Philadelphia trophy and third in the Cape May cup. Chevrolet has three wins to his credit, but black marks against him are that he was unplaced. It seems a case of win or not finish with the Swiss."

LANDIS WINS SECOND G

