

MOTOR AGE

LOWELL ROAD RACE RETURNS STRANG VICTOR



STEEPEST GRADE OF COURSE OF THE LABOR DAY ROAD RACE AT LOWELL, MASS.

LOWELL, MASS., Sept. 7—Louis Strang, driving a four-cylinder Isotta, the same one in which he flew to victory at Savannah and Briarcliff this year, won the Butler Ames trophy here today from a field of six others in a race on the Merrimac river boulevard, covering 250 miles in 4 hours 42 minutes 34 seconds. His average for the distance was 53 6/10 miles an hour. It was a very popular victory, too, for no one received more cheering around the road race circuit. From the start until he crossed the finish Strang never had occasion to stop for anything and the victory was also another one for Michelin tires as well.

Harry F. Grant, a Bostonian, driving a six-cylinder Berliet, the only six in the race, got second place. William Bourque in a Knox was third and George Robertson in a Fiat was fourth. There were seven starters but these four were the only ones to finish. Bob

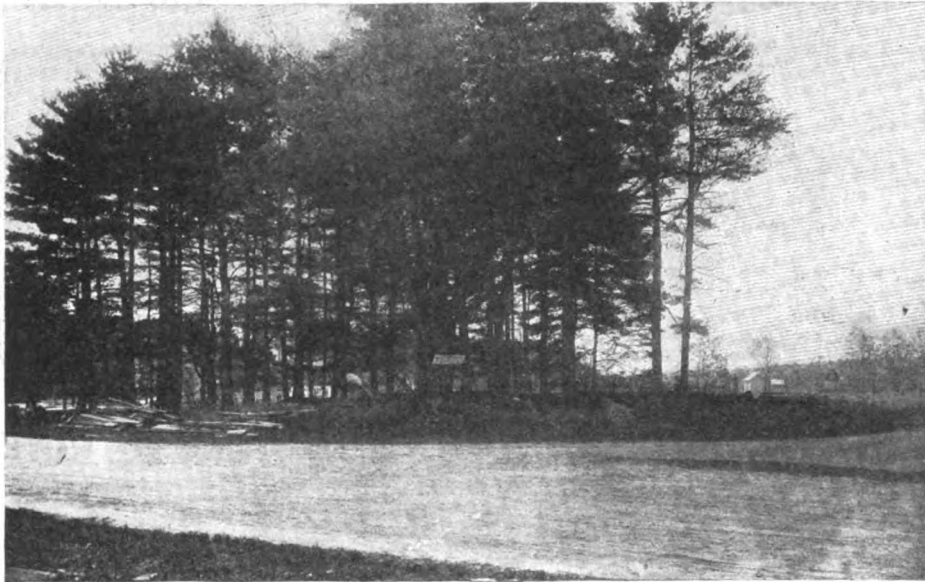
Burman in a Buick was making a splendid fight for second place when his car was disqualified by the officials because he had extra help in changing a radiator. Lescault in a Simplex was slipping into second place then but had cylinder trouble and withdrew in the twentieth lap. Charles Basle, another Bostonian, with a Knox covered seven laps, and nothing was heard from him after that. When Strang had finished the race he was more than an hour ahead of the nearest competitor.

That in brief tells what happened here today. But there were many things during the progress of the race that kept up the interest and made it a big success. That there was not a single accident proved a big surprise to the spectators, who went there expecting to see machines and men spilled on the dangerous curves. Another notable feature of the race was that the cars pounded along over the rutty going on some of the stretches of the race course without dislodging any of the mechanism.

It was an ideal day for a big race and thousands of people poured into Lowell Sunday night and this morning the throng was augmented by thousands more. It was the first big affair of the sort ever held in New England and the accessibility of the course, together with the fine weather and its being a holiday, proved magnetic enough to draw people from everywhere. Yet



GEORGE ROBERTSON IN FIAT, ONE OF LOWELL RACE CONTESTANTS



RIGHT HAND TURN AT TYNGSBORO BRIDGE, GOING INTO WILLOW GROVE AVENUE

there was no sign of congestion anywhere. The people scattered themselves all around the course rather evenly and so everyone had a fine chance to see the racers tearing along at a speed which to many of them was a revelation and bordered upon the frightful. The crowd was estimated at over 100,000.

Along the boulevard the drivers had a fine stretch to make fast time, of which they took advantage. In the center of it was located the grand stand and the people there could see the cars a mile in either direction. The early visitors got to their places in time to see the big cars come snorting out onto the road about 9 o'clock and take up their places in the order of their start. Each car belched forth fire and smoke with accompanying roars like artillery and then all was quiet again. Officials of every description jogged up and down the road and militiamen stood at a distance of a road apart and saw that the crowds did not encroach upon the course.

As the sun mounted higher in the heavens and began to shed its rays down in a more perpendicular angle, Starter Fred Wagner got Lescault to draw his car up to the line. The others were then placed about 15 yards apart. Sweet femininity in pretty gowns got up and began to look interested. At last there was a minute separating Lescault and the start of the race. He had his motor going and as the seconds were tolled off he watched the road ahead. With a slap on the back Wagner said "Go," and away he sped. All eyes followed the car as it swept along and rounded a turn out of sight as Robertson was sent away.

The spectators in the grand stand had barely got settled when the announcement came that a car was coming, a bugle sounded and everyone stood up except a few of the old shellback newspaper men who were not ready to enthuse so early in the race. Away down the boulevard

to the east there was a cloud of dust and a little speck of dark gray that rapidly changed into a black swaying object that seemed to be some monster with gaping jaws. As the sun poured on it the black changed to red and it was recognized as the Simplex with Lescault driving. He was past in a flash and another wave of dust showed a second car was coming. It did not make much noise as it sped by carrying Robertson.

Then came a bright red car emerging out of the dust. It kept a little to the right of the road and showed that it was traveling some. "Strang" someone yelled, and sure enough, it was. There was a rumbling that echoed as if one were standing at the entrance of a tunnel and 1,000 drums were being beaten simultaneously. The wheels sent up a spray of dust and pebbles, the car bounded a bit like a chip in the tiny waves of a lake, and out of sight it lost itself in a swirl of dust. Then the times were compared and it was found that both Robertson and Strang had gained on Lescault and there was but one second difference in their time for the round. This was in Strang's favor and it put him in first place, from which he was never displaced.

Burman and Bourque followed in that order. Basle and Grant had tire trouble and this held them back right at the start and before either of them finished the first round they had been lapped by Strang, Robertson, Lescault, Burman and Bourque. Then the race began to present its changes and cars were shifting here and there. Up at the hairpin turn Strang

did not try to do any fancy driving, slowing down before he reached it and so he never lost any time for tire trouble. Others came limping around on three tires, Grant passing along on a rim three different times. At the Dunbar avenue turns no one took them more moderately than Strang, but when he got to the straight stretches he let his car out at a terrific clip and more than made up for the care he exercised elsewhere.

There were not many changes in the early part of the race. Lescault and Robertson changed places, the latter going into second on the first round and then dropping to last on the fourth, while Lescault poked into second place. Burman forced himself into third place then and before the race was one-third over he was in second place with Lescault in third. From the eighth to twelfth lap inclusive there was no change in positions, the order when the race was half over being Strang, Burman, Lescault, Bourque, Grant, Robertson. There were no tidings of Basle, leaving but six in the race. Robertson had some tire trouble but got going good again and from last he got to fourth place, passing Grant. When Burman came around again it was noticed that his car looked different, and the judges were called to look into the matter. He kept on until he had completed twenty laps before action was taken on the matter. But he was disqualified from the twelfth lap. As he was in second place then that allowed the others to move up one. When the race was three-quarters over Strang had such a commanding lead that there was no question as to his winning, barring an accident. Lescault was still holding second place, while Bourque crept into third, with Grant fourth and Robertson back last. The next lap saw Grant displacing Bourque and the Simplex dropping out with cylinder trouble. From that time to the finish the order was not changed.

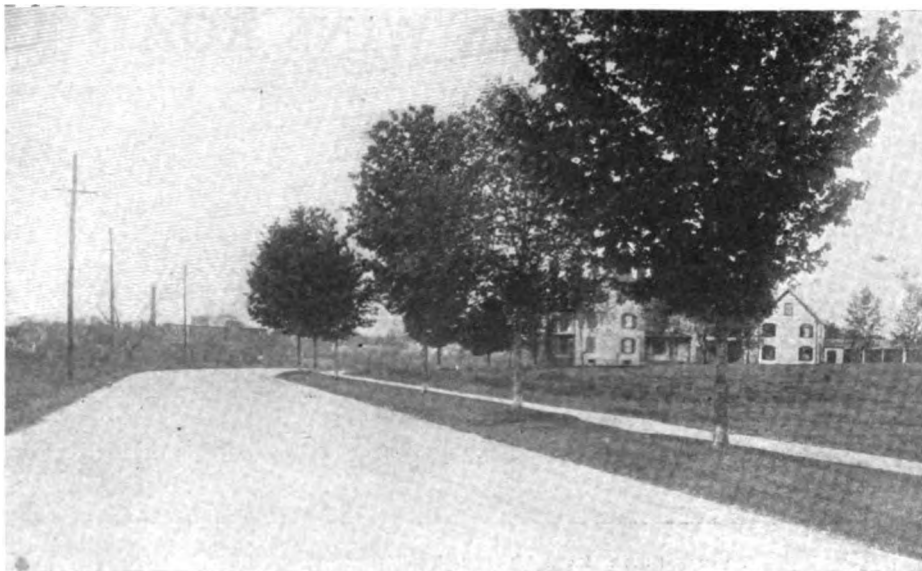
It was not quite 3 o'clock when Strang came bowling down the stretch on his last lap. He had been coming around so consistently that there was no doubt of the finish then and as he swept along everyone rose up and cheered madly. When the spectators looked at their score cards, however, and saw that the others in the race were half a dozen or more laps behind they were impatient to get away. Some of them left but the majority remained until the last car passed the line shortly before 5 o'clock. Strang's 10:53 in the sixth round was the fastest lap of the race, the announcer stated.

LAP BY LAP PROGRESS OF THE CARS THAT PARTICIPATED IN ROAD

	1	2	3	4	5	6	7	8	9	10
Lescault, Simplex	:12:21	:24:35	:36:50	:48:56	1:01:06	1:13:18	1:28:53	1:40:55	1:52:56	2:04:56
Robertson, Fiat	:11:43	:23:45	1:08:22	1:19:56	1:32:05	1:43:50	1:56:02	2:31:12	2:49:33	3:02:01
Strang, Isotta	:11:42	:23:25	:34:25	:46:28	:59:06	1:09:59	1:21:48	1:33:28	1:44:45	1:56:25
Burman, Buick	:13:33	:25:26	:38:40	:50:32	1:02:21	1:15:49	1:27:27	1:39:07	1:50:44	2:02:32
Bourque, Knox	:14:06	:26:20	:41:28	:53:41	1:40:40	1:52:54	2:05:17	2:18:01	2:30:35	2:42:52
Baill, Knox	:27:57	:45:18	1:06:31	1:29:28	1:41:19	1:53:11	2:04:51	Out.		Cause
Grant, Berliet	:36:25	:48:15	1:02:08	1:35:40	1:47:24	1:58:55	2:19:30	2:31:	:42:44	2:54:21

Strang's Isotta, which he drove to victory here today with the same clock-like regularity that distinguished his performances earlier in the year at Savannah and Briarcliff, has been in the limelight so much during the past half year that its mechanical details are more or less a matter of common knowledge. It has a four-cylinder vertical engine, the metric dimensions of which are the equivalent of 5 $\frac{3}{8}$ bore by 5 $\frac{1}{2}$ stroke, thus making it a high speed motor, while it is rated at 60-horsepower, though, needless to add, it is capable of an output considerably in excess of this figure. An Eisemann magneto is the sole provision for ignition, lubrication being effected by the exhaust pressure, a 12-gallon tank of lubricating oil being carried between the fuel supply tank and the driver's seat. A carburetor of special Isotta design, which, however, does not differ radically from accepted standards, a centrifugal pump and honeycomb radiator complete the motor details. Transmission is through a four-speed sliding gear of the selective type to double side chains, the gear ratio being 2 to 1, which accounts in part for the excellent speed performance of the car as some of the others were geared lower. The wheelbase is 118 inches and the tire equipment is Michelin on demountable rims of the same make. Throughout the 250-mile swing-round the endless turns of the 10-mile circuit, Strang never lost a moment through mechanical trouble, while the goddess of tire fates was equally amiable, his only Michelin mishap being a puncture, on which he finished as fast as if all four were still good.

The Berliet No. 8, which sprung the surprise of the day by finishing second after having had endless tire trouble, was the only representative of the six-cylinder type entered. Its cylinders are cast in pairs and measure 4 $\frac{1}{4}$ by 5 inches, giving it a rating of 60 horsepower, which is conservative, to judge from its speed abilities. It was one of the two longest cars in the contest, and its wheelbase of 126 inches proved an advantage, rather than a hindrance, in taking the numerous turns. A carburetor of special American Locomotive design takes care of this essential, while lubrication is by means of a constant circulating system. Fuel feed is by pressure, ignition by Bosch high-tension magneto, a honeycomb radiator and centrifugal pump providing for the cooling. A four-speed selectively operated gear set and side chains complete the transmission. Diamonds on Continental demountable rims form the tire equipment.



ON THE BOULEVARD WHERE IT WAS POSSIBLE TO ATTAIN GREAT SPEED

The Knox team, Nos. 6 and 7, was extremely business-like, the smaller showing its mettle by finishing third. No. 6 was the small Knox, having a four-cylinder engine measuring 4 $\frac{3}{8}$ by 4 $\frac{3}{4}$ inches and rated at 40 horsepower, its wheelbase of 102 inches making it the smallest car entered. The motor is of the new water-cooled valves-in-the-head type of Knox type of 1909, and is lubricated by a special oil circulating system. A Splitdorf magneto, supplemented by a set of accumulators and four-unit Splitdorf coil provided for the ignition. The tire equipment consisted of Fisk on the Fisk demountable rims. With the exception of its difference in size and its side chain drive, the same description applies to a great extent to the No. 7 Knox, the motor dimensions of which are 5 $\frac{1}{2}$ by 5 $\frac{1}{2}$ inches, while its rating is 60 horsepower. Its wheelbase is 106 inches and it also had Fisk tire equipment. Both were fitted with special shock absorbers.

The No. 1 Simplex, which was a sure second up to within two or three of the short laps of the finish, when, according to report, it cracked a cylinder and had to retire, is a 50-horsepower four-cylinder machine which distinguished itself at the Briarcliff last spring. Its cylinder dimensions are 5 $\frac{3}{4}$ inches square and its motor turns over at a rate which, with the car's high gear ratio, made it pass the stand on the boulevard straightaway at a pace that made Lescault an equal favorite with Strang from the spectacular point of view. It was one of the longest cars competing, its wheelbase of 126 inches being the

same as the Berliet and exceeding the closest approach to this by almost a foot. Like most of the others, its semi-elliptic springs were carefully wrapped. In addition to this, it was equipped with Trufault-Hartford shock absorbers. Drive is through a four-speed selective sliding gear set to double chains. Its tire equipment consisted of Michelins on Michelin demountable rims.

Of the seven contestants which lined up this morning, the No. 2 Fiat is the only one having low-tension ignition, a Bosch magneto being used. It is a 60-horsepower four-cylinder machine, its dimensions being 140 by 135 millimeters, and like the Isotta, having a bore exceeding the length of its stroke, which accounts for its speed of 1,400 to 1,500 revolutions per minute. Contrary to expectation, its performance was a disappointment from the first, and its motor troubles, apparent early in the race, became more pronounced toward the end, when it seemed to be running on three cylinders only. Like both the Simplex and Isotta its transmission consists of a four-speed selective gear and side chain drive. It was equipped with Continental tires and the Continental ready-flated replacements.

The performance of the little Buick No. 4 proved a veritable surprise. With its 4 $\frac{1}{2}$ by 5-inch four-cylinder motor, rated at 40 horsepower, it maintained a speed and regularity of running that was amazing. For ignition, a Remy magneto was employed, supplemented by a set of Duro accumulators and Connecticut coils. It was geared at 2 $\frac{1}{2}$ to 1 and was one of the two shaft-driven cars in the race. Before the latter was half over, however, it showed signs of giving way under the strain. Its radiator bearing No. 4 was replaced by a new one and there were signs of rear axle trouble which gradually became worse and eventually prevented a successful termination of what was a most creditable showing.

RACE AT LOWELL, MASS., LABOR DAY, WON BY STRANG, IN THE ISOTTA

11	12	13	14	15	16	17	18	19	20	21	22	23	24
2:16:54	2:28:52	2:48:59	3:04:08	3:16:11	3:28:11	3:40:19	3:52:37	4:08:54	Out: cylinder trouble.				
3:14:34	3:27:19	3:40:39	3:52:55	4:06:01	4:28:25	4:40:48	5:00:57	5:15:50	5:29:19	5:43:10	6:01:48	6:18:57	6:38:32
2:08:09	2:20:22	2:31:46	2:44:12	2:56:05	3:07:58	3:19:37	3:31:16	3:42:43	3:54:05	4:05:50	4:17:33	4:30:49	4:42:34
2:14:17	2:26:53	Disqualified for using extra help to change radiator.											
2:55:24	3:01:48	3:20:35	3:43:48	4:10:41	4:23:50	4:37:12	4:50:15	5:10:30	5:23:38	5:36:54	5:57:07	6:16:46	6:33:29
not made known.													
3:06:16	3:18:05	3:40:46	3:52:59	4:09:18	4:28:04	4:40:47	4:53:25	5:05:49	5:18:14	5:30:31	5:42:57	5:56:11	6:14:58