

# ROAD RACES SHOW AMERICA IN LEAD

Season Finds but One European First in Twenty-Seven Auto Contests.

## CHALMERS AND BUICK STARS

Pope-Hartford, Simplex, Apperson, Maxwell and Marmon Make Good Records.

### *Records of Cars in Season of 1909*

Make of Car.	1st.	2d.	3d.	Un- plcd.
Chalmers-Detroit	5	3	2	12
Buick	5	2	2	18
Pope-Hartford	4	0	0	4
Simplex	2	0	0	2
Apperson	2	2	1	5
Maxwell	1	3	2	5
Flat	1	2	1	4
Stoddard-Dayton	1	2	2	6
Alco	1	0	0	1
Palmer & Singer	1	0	0	1
Marmon	1	0	0	2
Cadillac	1	0	0	2
Sharp-Arrow	1	0	0	1
Colburn	1	0	0	1
Locomobile	0	1	2	4
Lozier	0	1	1	3
Stevens-Duryea	0	1	0	3
isotta	0	1	0	1

## CARS READY FOR

Interest of the automobile world will center in tests of racing cars to be made on new brick race course Friday and Saturday.

E. A. MOROSS, OFFICIAL STARTER.



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Colburn	1	0	0	1
Locomobile	0	1	2	4
Lozier	0	1	1	3
Stevens-Duryea	0	1	0	3
isotta	0	1	0	1
Benz	0	1	0	1
Chadwick	0	1	0	2
Knox	0	1	0	7
Columbia	0	1	0	4
Moon	0	1	0	3
Autocar	0	1	0	0
Stearns	0	0	1	6
E-M-F	0	0	1	0
Marion	0	0	1	2
Auburn	0	0	1	0

The following have started in road races this year, but have failed to finish one, two, three: American, 4; Selden, 1; Thomas, 3; Acme, 1; Welch, 1; Rainer, 2; Overland, 1; White, 4; Atlas, 1; Renault, 1; Allen-Kingston, 1; Mitchell, 1; Regal, 1; Studebaker, 4; Durocar, 2; Franklin, 4; Premier, 1; Haynes, 1; Rambler, 1; Corbin, 1; Hudson, 1; Mercedes, 3; National, 2; Acme, 1; Tourist, 1; Speedwell, 1; Comet, 2; Packard, 1; Oldsmobile, 1; Sunset, 1; Kisselkar, 1; Elmore, 1; Pennsylvania, 1; Dorris, 1; Ford, 1.

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Road racing statistics compiled from Motor Age files for the season of 1909 show that this branch of motor competition is growing in popularity among the makers in the United States, who have given it more support than ever before and with correspondingly better results in that foreign competition has been successfully met and the American stock car has, in a majority of cases, triumphed over the foreign product. In this country this year there have been twenty-seven road races, counting the various class events, and in these 223 cars have started. Of this number eighteen of them have been of foreign make, yet the tables fail to show only one victory for an imported machine—that of the Fiat in one of the classes at the Riverhead, L. I.

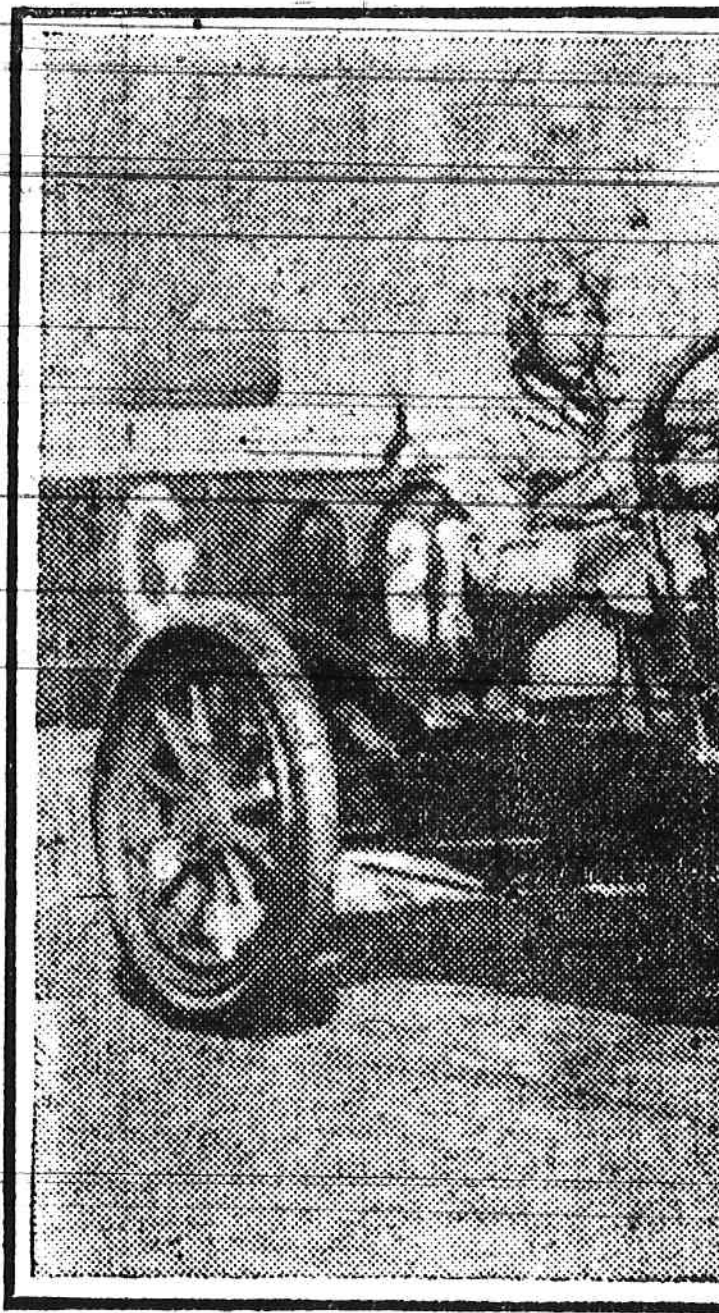
Interesting comparison may be drawn between 1908 and 1909. In 1908 there were twenty-one road races in this country as against twenty-seven in 1909. In 1908 the total distance of twenty-one American races was 4,814.4 miles, or an average of 229.9 miles per race. In 1909 the twenty-seven races distanced 5,100 miles, or an average of 211 miles.

In this country sixty different makes of cars took part in the twenty-seven road races and the first places were divided among fourteen different makes. In the United States it was a battle royal for supremacy between the Chalmers-Detroit and the Buick, which concerns were the strongest supporters of road events among the American makers.

A compilation of results would seem to give the honors to the Chalmers, which started twenty-two cars in the various events and came home first in five, finished second three times and third twice. This left twelve cars unplaced. The Buick record shows twenty-seven starts, of which number five were firsts, two seconds and two thirds. The Pope-Hartford was the dark horse of the year, and its four first places were gathered on the Pacific coast, the most sensational of which was the Portola meet, in which it won the little class at an average pace of 65.7 miles per hour.

The Chalmers' best performance was in the Wemme cup at Portland, Ore., where Dingley averaged 58.7 miles per hour in a 40. The best record for a Chalmers 30 was in the Massapequa cup on Long Island, when Joe Matson averaged 58.5.

Bulck's Fastest Time.



# WOULD LICENSE DRIVERS

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