

ROAD RACES SHOW AMERICA IN LEAD

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

CHALMERS AND BUICK STARS

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

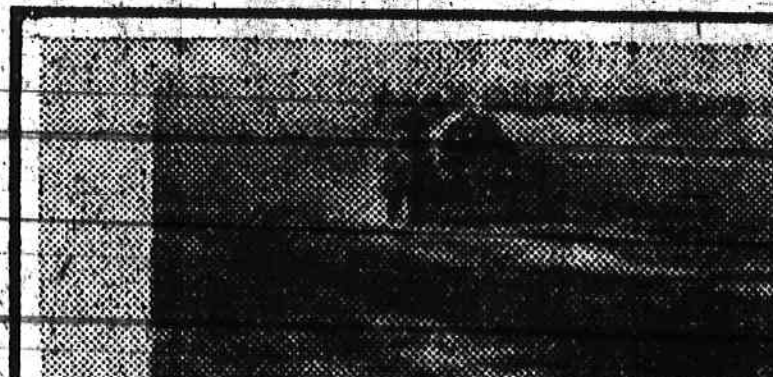
Records of Cars in Season of 1909

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 automo-
bile world will center in
tests of racing cars to be
made on new brick race
course Friday and Satur-
day.

E. A. MOROSS, OFFICIAL STARTER.



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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
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; Mercades, 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.

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



PRIVATE GARAGE

Ford, I.

PRIVATE GARAGE

A black and white photograph of a vintage car, possibly a Ford Model T, parked on a street. The car is positioned diagonally, with its front end towards the left. A large, spoked wheel is prominent in the foreground. In the background, a person is standing near the rear of the car, and another person is partially visible on the right. The scene is set outdoors on a paved surface.

WOULD LICENSE DRIVERS

A. A. A. PRESIDENT ADVISES

URGES ALL ASSOCIATIONS TO GET TOGETHER AND EFFECT REAL LEGISLATION TO PROTECT AUTO

Bulck's Fastest Time.

on Long Island, when Joe Matson averaged 58.5.

Bulck's Fastest Time.

The Buick has to its credit the fastest road race of the year, both in this country and abroad—the 69.9 miles per hour of Chevrolet at Riverhead, not to forget his fast lap in the Vanderbilt in which he averaged 76.5 miles per hour. The Simplex has a most excellent record having won twice and only started four cars. Apperson had ten chances, and besides two firsts was in the money three other times. Maxwell, while it won only one race, was a consistent performer and the speed of the little car was well demonstrated. The Stoddard, which quit the racing game after Indianapolis, did well earlier in the year and out on the coast annexed a fast race. The Alco made only two starts and won one of them—the Vanderbilt. In the other, at Lowell, it looked a victory when Grant got to the front and with only three laps to go, when a tire came off and caught in the driving chain.

Glancing over the list of also rans one discovers that there are thirty-five makes and fifty-four cars which failed to get inside the money, but in justice to these it might be explained that, with one or two exceptions, the cars were entered by owners or agents, and did not get the support of the factories.

Fifteen Mile-a-Minute Cars.

There are fifteen cars in the mile-a-minute class, divided among ten different makes. The Apperson figures in this class three times, and the Buick, Pope-Hartford and Fiat twice each; the Alco, Chadwick, Palmer & Singer, Stearns and Locomobile figure once each.

When it comes down to a discussion of the stars of the American road-racing world for 1920 the limelight focuses on a very few—Dingley, Robertson, Chevrolet, Henschel, Grant, Matson, Harroun, Knipper, Harman and young See. 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 Harroun had them all beaten in number of races won. However, it would seem as if Robertson and Dingley are entitled to the most credit for their work. Perhaps if early Dingley could be secured for his own team in 1921, the year of which he has been the most successful, he would be the one to watch. Robertson, on the other hand, has been the most consistent performer, and his record in the Vanderbilt is a fine example of his ability. The two cars that he has driven, the Buick and the Simplex, have been the most successful in the class, and his record in the Vanderbilt is a fine example of his ability. The two cars that he has driven, the Buick and the Simplex, have been the most successful in the class, and his record in the Vanderbilt is a fine example of his ability.

GETHER AND EFFECT REAL LEG- ISLATION TO PROTECT AUTO PUBLIC.

More things of importance were accomplished in the recent two days' session of the American Automobile Association in its annual meeting at New York than ever before in the history of the national organization. More than fifty directors, representing ten states, were present at the sessions and the results have been taken to mean that the work of the national body during the coming year in everything that makes for the best interests of motoring, both as a pleasure and a sport, will be carried on in a broader and more effective manner than heretofore.

President Lewis R. Speare's annual report showing, as it did, a thorough understanding of automobile conditions in all parts of the country, and his complete grasp of the work of the various boards, was to some of the directors a revelation. One of the delegates said: "While Mr. Speare has been well known in automobile circles for many years, it has only been since his acceptance of the American Automobile Association presidency, at the resignation last year of William H. Hotchkiss to accept the insurance superintendency of the state of New York, that he has become widely known in national automobile affairs."

Offices Consolidated.

Not the least of the important results accomplished was the consolidation, as it might be called, of more important offices of the association in New York city. The contest board, with Samuel M. Butler as chairman, the official headquarters of the American Automobile Association, the publication, the American Motorist, edited by A. H. Hatchcock, and the touring information board—although the latter still remains under Forest Crane of Indianapolis, as chairman—will hereafter be at the national headquarters at 47 Fifth Avenue. Additional offices have been created to coordinate the work of the touring forces of the association. The new board of directors, which will be elected at the next annual meeting, will be the first to be elected since the death of the late president, and it is expected that it will be a very strong one. The new board will be the first to be elected since the death of the late president, and it is expected that it will be a very strong one.

Bulck's Fastest Time

The Bulck has to be credited the fastest road race of the year, which he won in the country and around the 100 miles in the house of Chevrolet at Silverhead. But he forgot his fast lap in the Vanderbilt in which he averaged 74.5 miles per hour. The Simplex has a most excellent record having won twice and only started four cars. Apperson had ten chances and besides two firsts was in the money three other times. Maxwell, while it won only one race, was a consistent performer and the speed of the little car was well demonstrated. The Stoddard, which quit the racing game after Indianapolis, did well earlier in the year and out on the coast annexed a fast race. The Allen made only two starts and won one of them, the Vanderbilt. In the other, at Lowell, it looked a victory when Grant got to the front and with only three laps to go, when a tire came off and caught in the driving chain.

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ISLATION TO PROTECT AUTO

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Good Races Show America in Lead

CONCLUDED FROM PAGE ONE.

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.

Out on the Pacific coast they have produced a driver who promises to be very much in evidence from now on—big Harris Hanshue, who was unknown in the East until he served as mechanic for Seymour in the Cobe Cup race. Then he went back home and electrified the motoring world by winning the Ferris Cup road race in an Apperson at the rate of 64.45 miles an hour. Hanshue achieved another victory when he won the big car class at Portola recently and ran second to Fleming in the free-for-all at the same meet. He also was runnerup in the Mount Baldy hill race and was a participant in the recent Los Angeles, Phoenix desert race, in which he finished fourth.

Burman Stars on Track.

Bob Burman has devoted more of his time to track work than he has to road racing, and because of this his record on the highways is not as brilliant as that of his team mate, Chevrolet. However, he has a record of one first and a second out of five starts and his work always has been high class. Harry Grant, the Vanderbilt hero, has only one credit mark, but then he has driven in only two road races this year. The other time he came so close to winning that Robertson trembles even now when he thinks how

near he was to being beaten in the national stock chassis race at Lowell.

On the smaller cars such pilots as Joe Matson, Billy Knipper and Ray Harroun have shown they are among the top-notchers. Matson twice has come into the limelight and both times in big events. Knipper has earned brackets only once, but in addition to that he came so close to winning the Vanderbilt that it would seem he is entitled to some credit for his work in that classic. Leading for nineteen laps out of twenty-two is a performance that makes Knipper worthy of a place in the hall of fame.

Dingley Fast Driver.

Each of these drivers has his own way of piloting a racing machine. Dingley is a really skillful pilot, experienced and always cool. He served his novitiate with Herb Lytle in the early days of the Vanderbilt and was Lytle's mechanic in the last Gordon Bennett that was run in Europe. This taught him a lot and after a couple of years' retirement he now is very much in evidence. He is essentially a fast driver, but withal cool and collected at all times. He has a reputation for always bringing his car through, and if he could have driven in the Vanderbilt he might have added to his laurels.

Robertson is a brilliant driver and an expert pilot. Robertson is not credited with possessing the mechanical knowledge of Dingley, Chevrolet or Burman, but put him in a good car which does not give him any mechanical trouble, and Robertson will get out all the speed the machine possesses.

Chevrolet is much like Robertson in driving ability, but he has the added advantage of being a fighter—a man who never knows when he is licked. This was shown in the Cobe cup race, which he won under discouragements that would have caused almost any one else to quit. In the tenth lap of a 17-lap race a valve broke and punched a hole in a piston, which put one cylinder out of commission. Yet the big Swiss limped along on three cylinders for the remain-

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ing seven laps and had enough leeway to beat Bourque in the Knox by a minute for one of the biggest trophies of the year. Chevrolet's game, there's no denying it, and it is this characteristic, combined with his mechanical knowledge, that has made him the great driver that he is. He always starts out at breakneck speed, and generally it is Chevrolet who leads in the early stages. If his car will hold up he wins, and if it doesn't he figures among the also-rans.

Method Different.

Grant is different from the general run of drivers. He is a slow beginner, and in the two races he drove this year he came from behind. He seldom beats it—it is a steady plug most of the way, with his last lap his fastest. This is the way he drove in the Vanderbilt. He was back in the ruck most of the way and was given little recognition until Knipper fell by the wayside. Then he was going better than seventy miles an hour, and his last lap was better than seventy-two.

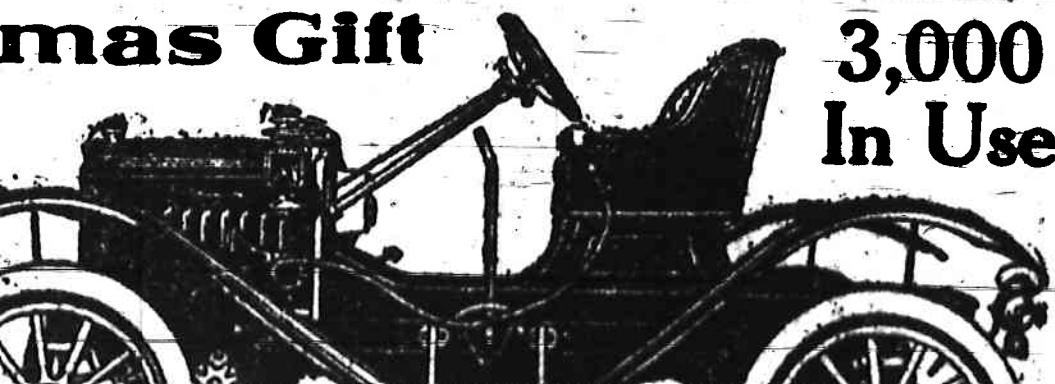
Matson, Knipper and Harroun are cast from the same mold apparently. Each is cool and nervy—nothing grandstandy about them—and they manage their cars well and never are worried. All three of them are just as good on the track as they are on the road, and their reputations in both departments have been greatly enhanced as a result of the 1909 campaign.

Al Poole, well known in racing circles, started only twice. He drove in the Indiana trophy race and did not finish, while in the big race at Lowell he was a good second. The disappointment of the year on the road was Strang, who started six times and never was in the money, finishing in only two races.—Motor Age.

CHICAGO AUTOISTS COMING.

A number of automobile parties from Chicago have planned to make the trip to Indianapolis for the Speedway trials.

mas Gift



3,000
In Use

1910

Brush

\$485