

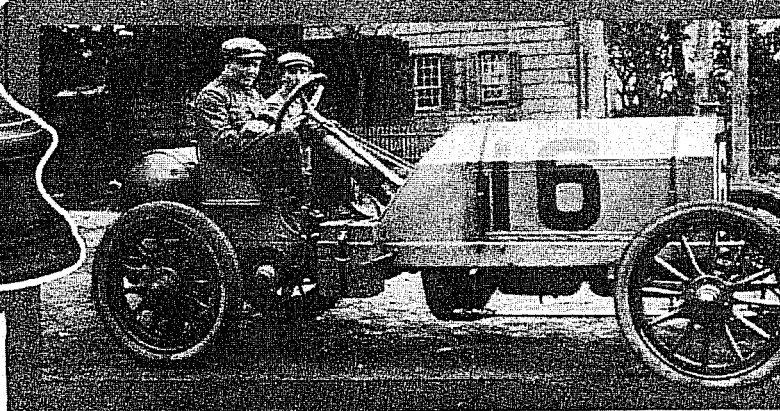
Motor
A.C.
7/18/08

Road Racing at Home and Abroad in 1908



VANDERBILT CUP
AND FAIRMOUNT
PARK TROPHIES

Road Racing Statistics for 1908	
New World's Record -	Nazzaro - Fiat = 74.3 m. p. h.
New American Record -	Wagner - Fiat = 65.11 m. p. h.
Number of American Road Races -	" " " " = 21
Number of European Road Races -	" " " " = 9
Winner of Vanderbilt Cup -	Robertson - Locomobile
Winner of French Grand Prix -	Lautenschlager - Mercedes
Winner of A. C. A. Grand Prize -	Wagner - Fiat



GEORGE ROBERTSON, AMERICA, WINNER OF VANDERBILT AND FAIRMOUNT PARK RACES IN A LOCOMOBILE



IF for no other reason than that an American-built car won the Vanderbilt cup race, the road racing season has been the most remarkable one in the history of motoring sport, more events of this nature being run both here and in Europe than ever before. The past season saw an American victory and a world's record broken and resulted in another crushing blow for France, which for the second time was obliged to bend the knee and acknowledge the speed superiority not only of Italy but of Germany as well. It is hard to say to which of the two countries, Germany and Italy, the honors belong, but to a disinterested outsider it would seem that the Fatherland has some claim to the glory through the victory of Lautenschlager in a Mercedes in the French grand prix, in which Hemery and Harriot in Benz cars ran second and third; the winning of the St. Petersburg-Moscow race by Hemery in a Benz and the showing at Savannah where the same two Benz stars, Hemery and Harriot, ran second and fourth, respectively. In the same column comes Italy with victories in the Florio cup, the Targa Florio, the Savannah grand prix, the Savannah light car race, the Savannah cup race, the Briarcliff, Lowell and Long Island Motor Parkway sweepstakes. This would seem to counterbalance the claims of Germany. On the other hand, France has made a

By C. G. Sinsabaugh

sorry showing, having had to be satisfied with demonstrating the superiority of its small cars. America's one burst of glory came in the Vanderbilt.

In all thirty road races of more or less importance were run in this country and in Europe. Abroad there were nine races of a caliber which brought them into notice in America, while on this side of the water there were twenty-one road



NAZZARO, FIAT, ITALY,
HOLDER OF WORLD'S ROAD RECORD

events, some of them rather minor in importance, but at the same time showing that Uncle Sam is alive to the proposition. It really marks the advent of the United States into the road racing game, for prior to 1908 the Vanderbilt was about the only contest of this sort. But the fever seems to have been raging this year. Savannah started all the excitement with three races and so well did they take down south that the Georgians followed them up with another carnival last month when two more races were successfully contested. Denver was on the map with two—one on Decoration day and the other on Labor day; the New Yorkers got up the Briarcliff, which was run in Westchester county, New York, and Lowell, Mass., came to the front with an effort that was praiseworthy. When the Long Island motor parkway came into being it was inaugurated with a series of sweepstakes, five in number, and was followed up by the renewal of the Vanderbilt. Way out west, in Portland, Ore., there were two road races that proved good sport, while Los Angeles came to the front with the Mount Baldy race which, while it had only two starters, proved to be a wonderful demonstration of the possibilities of the motor car, for the course was on a par almost with that in Sicily over which the Targa Florio is run, the finish being 9 miles up the side

of a mountain. In addition to these there was the Jacksonville-Miami race which was more of an endurance contest than anything else. Abroad they had the French grand prix, the Florio cup, the St. Petersburg-Moscow, the Targa Bologna, the Isle of Man 4-inch race, and several voiturette events—nine in all.

Europe's Strong Showing

Interesting deductions can be made by studying the tables of road race results, it being apparent that Europe still has the edge over America in the road racing game. While there were more road races run in this country than abroad, still more entries were attracted for Europe's nine races than for America's twenty-one. Two hundred and twenty-five starters went to the tape in the nine foreign races as against 199 in this country, which gives Europe an average of twenty-five starters to the race, more on an average than America had in any one of its twenty-one events. The biggest field on this side of the Atlantic was the Briarcliff, in which twenty-two cars contested over the Westchester course. Abroad the French grand prix had forty-eight starters, while the voiturette race the day preceding had forty-seven contestants. On this side, outside of the Savannah grand prix, the Vanderbilt, the Savannah light car race and the Briarcliff, the fields were skimpy, indeed.

Europe also averaged a greater distance per race. The total distance covered in the nine events was 2,736 miles, an average of 304, while in America 4,814.4 miles was made in twenty-one contests, an average of 229.2. Again Europe "had it on" America in the victory line, for only once did an American car win a race in which a foreign machine was a contestant. That was in the Vanderbilt, which Robertson won in a Locomobile. In this country, of the twenty-one races run, foreign cars won six of them, the Isotta taking four, the Fiat one and the Lancia one. Abroad, Germany won two of the nine races,



LAUTENSCHLAGER, MERCEDES.
GERMAN WINNER FRENCH GRAND PRIX

Italy two, England one and France four. France, however, won only in the minor events, three of them being voiturette affairs, and the other the Targa Bologna.

Hemery One of the Stars

Taking the drivers, Hemery has covered himself with glory, although he has won only one of the big world's races, the St. Petersburg-Moscow. But he has been remarkably consistent in his work, also running second in the French grand prix and being runner-up to Wagner at Savannah. Nazarro, king of them all in 1907, has won but once in 1908, that being in the Florio cup event in which he created the new world's record of 74.3 miles per hour. He was third at Savannah, while in the Targa Florio and the French grand prix he failed to finish. Wagner came into the limelight but once—at Savannah—although he was a competitor in several of the events on the other side. Lautenschlager, winner of the French grand prix, drove only one race, so it is hard to judge his ability in this line. Trucco did well on the other side, winning the Targa Florio and being second to Nazarro in the Florio cup.

Strang Wins Three Races

On this side of the big pond Lewis Strang seems to be at the top through his victories at Savannah, the Briarcliff and

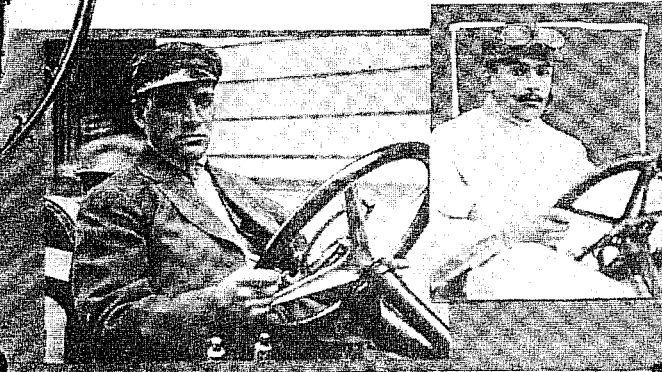
at Lowell, although he has not done so well in other contests. He failed to finish in the French grand prix, was left at the post, as it were, in the Vanderbilt, was beaten in the Motor Parkway sweepstakes and ran sixth at Savannah in the last meet there. On the other hand, George Robertson has claims that cannot be overlooked through his winning the Vanderbilt cup and the Fairmount park road races, in addition to cracking the world's competition record in a 24-hour track race. Herbert Lytle has made a record for consistency that is hard to beat. He won the runabout race at Savannah last spring, ran second to Strang in the big race there the next day, was fourth to finish in the Briarcliff, won the Long Island Motor Parkway sweepstakes, smashing the American record, and was second in the Vanderbilt cup race.

Road Racing in America

America certainly had its fill of road racing in 1908 and it will astonish many to be told that in all twenty-one events of this nature were run. Of course a few of them were of local caliber only, but the contests at Savannah and in New York state brought out fields that were representative of the best makes of cars in the world. Savannah was prominent in the promotion of road racing, five races having been run over the Georgia course. Counting the sweepstakes that were run at the inaugural of the million-dollar speedway, the Long Island motor parkway was the scene of six big events, ranging from the Vanderbilt down. Portland, Ore., had two races; so did Denver, while the Briarcliff run in Westchester county was a classy struggle. Philadelphia came into prominence through being the first city in the world to permit of a road race being run over park boulevards, the occasion being the cele-



SAVANNAH CUP



LEWIS STRANG

LOUIS WAGNER



A. C. A. GRAND PRIX



W. M. HILLIARD, LANCIA,
WINNER SAVANNAH SMALL CAR RACE

bration of founders' week, which brought out an enormous attendance and which may be repeated next year.

Savannah Opens Season

Savannah with its three races last March opened the racing ball and the manner in which the Georgians handled the meet was highly commended. It was the first time in America that the course ever had been properly guarded, the citizen soldiery keeping everyone off the roads so that the three races were run without accident. The Savannah cup was the principal attraction and in this Lewis Strang in the Isotta first won his spurs. Second to him was Herbert Lytle in an Apperson. Lytle also won the runabout race the day before in the little Apperson. Savannah's third race last March, contested the same day as the runabout event, only brought out two starters. It was for six-cylinder cars and the Thomas Flyer and the Stearns were the only contestants. The race resulted in a victory for Salzman in the Thomas, who maintained an average of 60 miles an hour, which was the best for the year until the sweepstakes on Long Island.



HENRY, BENZ, GERMANY,
ONE OF THE STARS OF THE YEAR

As a curtain-raiser to Savannah there was the Jacksonville-Miami event. It was styled a race but in reality it was an endurance test, for it took the winning Cadillac 5 days to cover the 372 miles between the two Florida cities. Only four cars started in this rough and ready event and Dr. Stinson's 10-horsepower Cadillac was the first to finish.

The Briarcliff came in April and was run over a course in Westchester county, New York, almost within shouting distance of New York city. The remarkable feature of this race was the course used, the roads being narrow and with many turns to slow the racers. In this Strang and the Isotta again were victorious, winning from a field of twenty-two and covering the 240 mile at an average speed of 46 miles an hour.

After the Briarcliff there was a gap in the racing schedule until Decoration day when Denver put on a 320-mile race which brought out only seven starters and in which only one car finished. That one was a Thomas-Detroit, now known as the Chalmers-Detroit, which was driven by E.

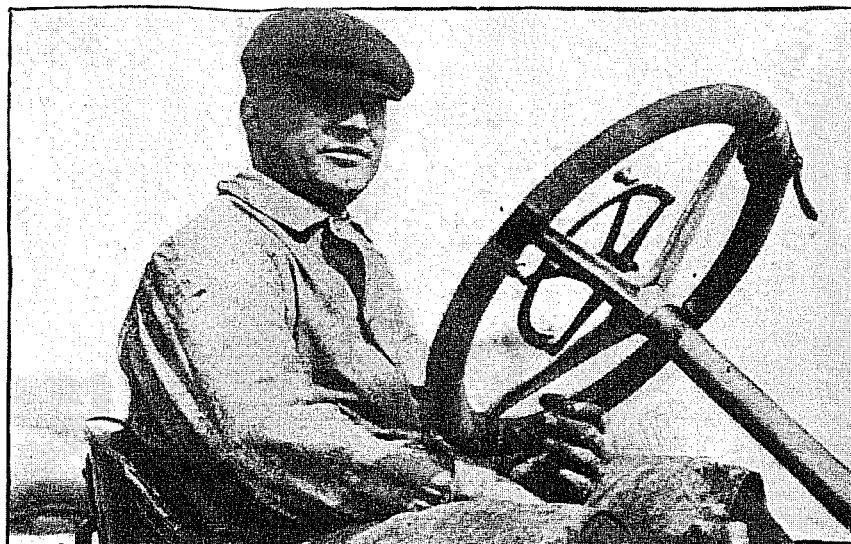
of the same make gained second place. The 50-mile test went to a 30-horsepower Cadillac which showed 47.9 miles an hour.

September was a busy month, the second Denver race, the Lowell event and the Mount Baldy affair being contested. Denver had better luck this time, for ten cars were attracted to the 295-mile event, the course being infinitely better than it was in May. The race was a battle between Harry Ball in a Thomas Flyer and Lorimer in a Chalmers-Detroit, an accident marring Lorimer's chances. In the seventeenth lap Lorimer's mechanic was thrown from his seat but Lorimer pluckily continued and finished alone, 11 minutes after Ball. The Thomas Flyer and the Chalmers-Detroit were the only finishers.

Small Field at Lowell

Lowell did not pan out as well as expected, for only seven cars took part in the Massachusetts event. For the third time this year Strang came into prominence by winning with his Isotta and beating Grant in a Berliet by more than an hour

in point of time.



HERBERT LYTLE, DRIVER OF APPERSON AND ISOTTA,
WINNER OF TWO RACES AND WELL PLACED IN OTHERS

Linn Mathewson. De Gaston in a Locomobile had finished nine laps when the race was called off, while the others had been put out by one cause or another. Slow time was made by Mathewson, for the course is said to have been the roughest ever traveled by cars in a road race. Fourteen miles of one leg was a succession of bumps that made it only little better than riding over unballasted railroad ties. The other 18 miles was mostly through a sandy bottom region.

Two Races in Oregon

Almost on the heels of Denver were the two road races at Portland, Ore., June 4. One of the races was at 100 miles for which the course had been carefully prepared, the roads having been well oiled. The Studebaker won the century, averaging 49.4 miles per hour, and another car

The Mount Baldy race was in reality a duel between the White steamer and the Kissekar. It was the third renewal of the California classic and was a 100-mile race from Los Angeles to the peak of North Baldy in the Sierra San Antonio mountains. The course is the most remarkable one ever used for a road race in the United States. Two mountain ranges have to be scaled and the last 19 miles is up the side of one of the Old Baldy peaks, the finish being 6,500 feet above sea level.

October saw the running of the five sweepstakes on the Long Island motor parkway, which marked the formal opening of that great path. That the circuit is a speedy one was demonstrated by Lytle in the Isotta in the main event, the Long Island Motor Parkway sweepstakes, in which he averaged 64.25 miles per hour,

which was a record at the time for the United States, but which later was beaten in the Vanderbilt by Robertson in the Locomobile and again by Wagner in the Fiat at Savannah. In these sweepstakes all the cars, thirty-two in all, were started at once, but were divided into classes at varying distances, the shortest of which was 93.84 miles in the Jericho, while the longest was the one which the Isotta won—234.6 miles.

The Vanderbilt October 24 was a glorious occasion for Americans, for it was the first time an American car ever had won the classic or come close to it. Also it was the first time a Yankee machine ever won a race in which there were foreign competitors, so there was a good excuse for jubilation on the part of the motoring population of the United States. The Locomobile that won and also the one that finished third were built for the 1906 Vanderbilt, which was another cause for excitement on this side of the Atlantic. Robertson in winning smashed the American record with his 64.3 miles per hour.

against the out-and-out racing machines from the other side of the Atlantic, so the predictions that the honors would go across the water were borne out when Wagner won in the Fiat, while the eight other cars to finish were all of foreign construction. Poor old France again was lost in the shuffle, for Italy got first, third and eighth, and Germany second and fourth. France landed fifth, sixth, seventh and ninth. Wagner created a new American record with his 65.1 miles per hour.

Road Racing in Europe

European road racing honors for 1908 belong to Germany, with Italy the best kind of a second, while poor old France has had only what might be termed the crumbs from the racing table in the shape of three of the voiturette contests and the Targa Bologna, an event for large touring cars, a stock chassis race. The racing calendar abroad has been curtailed somewhat, some of the classics having been lopped off, but in the main the racing on the other side of the Atlantic was of the most brilliant order, with the French grand prix



E. L. MATHEWSON, CHALMERS-DETROIT, WINNER DENVER RACE, MAY 30

and in the Targa Bologna a Berliet proved a dark horse and a winner for France.

England did not make a very aggressive campaign. It was represented in the grand prix, of course, but its cars did nothing at all remarkable, so John Bull put all his eggs in the one basket, the remarkable "4-inch" race on the Isle of Man, the results of which surprised the entire motoring world.

Sicily's Voiturette Race

The European racing season opened May 10 with the Sicilian voiturette race run over a course near Palermo and which resulted in a victory for Guippone in a French Lion Peugeot, a one-cylinder which had but a 3.9-inch bore and which averaged 28.5 miles an hour for 186 miles over the most tortuous, precipitous and mountainous road of that mountainous country. The merits of the performance may be better judged when it is remembered that Guippone beat the heavy car record over this course made 2 years ago by Cagno.

Sicily followed this up with the classic Targa Florio, which is run over a course almost as bad as the Palermo voiturette



HARRY BALL, DRIVER OF THE THOMAS FLYER, WINNER OF ROAD RACE AT DENVER ON LABOR DAY

There was nothing in between the Vanderbilt and the American grand prix at Savannah, but the motoring world did not notice this because of the excitement over the racing game. Savannah put on two corking good races. The light cars had their inning the day before Thanksgiving and although a foreigner, the Lancia, won, the showing made by the Buick and the Chalmers-Detroit in a speed way was most flattering to American designers.

Fast Field at Savannah

In the grand prix itself there was the most representative lot of cars and drivers that ever started in an American road race. Italy, France, Germany and the United States were represented and it proved to be a struggle of the most exciting sort. The Americans never had a look-in with their comparatively low-powered stock cars

of course the richest plum. Germany's supremacy comes through the winning of the grand prix by Lautenschlager in the Mercedes, with the Hemery Benz and the Hanriot Benz second and third respectively. As if this were not enough to substantiate the claims of the fatherland, this same Hemery, in the Benz, won the St. Petersburg-Moscow road race from a star field.

Italy comes into the limelight on its own soil whereas Germany invaded other lands, France and Russia, for its honors. The Italian campaign was an extensive one and there wasn't a big race abroad in which Italian machines were not represented. Nazzaro in the Fiat and Trucco in the Isotta were the star performers, the former in the Florio cup race and the latter in the Targa Florio, which was run in Sicily. France won three voiturette races,



G. SALZMAN, THOMAS, WINNER SAVANNAH SIX RACE

event. Its distance is 279 miles and the circuit is made three times. In winning this with the Isotta Trucco had to make 1,432 sharp turns each time around, or at the rate of fifteen turns to the mile, one sharp swing each 117 yards. No wonder then that the winner averaged only 35.5 miles per hour! This race was remarkable also from the fact that for the first time in his brilliant racing career Nazzaro failed to finish. The dashing Lancia also met with hard luck, tires putting him out just when a victory seemed certain.

Victory for Victor Hemery

Then came the second annual St. Petersburg-Moscow road race, won in 1907 by Duray in a de Dietrich. This time, however, it was Hemery who grabbed the honors. Russia ran its classic differently from others. There were thirty cars in all in the field, but they were divided into classes, so that the honors were pretty evenly split. Of course the big cars were the stars and it was in this division that Hemery shone, although he had hard work to beat Demogeot in the Darracq. Among the class winners were Wagner in a Fiat, Folin in a Fiat, and Hieronymus in a Laurin-Kloment. The Benz driven by Hemery was the grand prix model.

These three events brought the racing up to the grand prix, Frances' great effort, which was remarkable last year for the clean sweep made by Germany, for of the first ten to finish six were from the fatherland, the nearest France coming to victory being fourth place which was landed by Nigal in a Clement-Bayard. Forty-eight cars started in the classic, twenty-three of which were French, nine German, Italy and England six each, Belgium three and the United States one. Ten of the French cars finished, seven Germans came through; there were two Italian survivors; while

Belgium and England also finished two. Strang in a Thomas was the American representative, but he had trouble with his fuel supply which prevented him from finishing. The pace maintained by Lautenschlager in the winning Mercedes was not as fast as in 1907 when Nazzaro won in the Fiat with 70.61 miles per hour as his pace showing. Lautenschlager made 69.5, being slowed by tire troubles. The speed of the course was shown by Salzer in one of the Mercedes, who swung around the circuit once at 78.5 miles per hour. In the grand prix occurred the first racing fatality of the year, Cissac in the Panhard and his mechanic, Schaube, being killed, the car overturning while the mechanic was driving, the accident being caused, it is said by a bursting tire, which upset the car.

Voiturettes Travel Fast

As a curtain-raiser to the grand prix was the race for voiturettes over the same circuit the day preceding, the distance, however, being cut from 478 miles to 285.2.



W. R. BURNS, CHALMERS-DETROIT, WINNER OF JERICHO SWEEPSTAKES

This brought out a field that was only one behind the grand prix in point of size, forty-seven of the little chaps going to the tape. It proved an eye-opener because of the tremendous pace of the winning Delage, a French car fitted with a one-cylinder de Dion engine, which averaged 49.8 miles an hour. Of the twenty cars that finished fifteen of them were one-cylinder creations; one of the twenty, a Gragoire, had two cylinders and in addition there were two Isottas, a Martini and a Roland-Pilain with four cylinders each. The first four, an Isotta, came in eighth. The Delage won the team prize, with first, fifth and twelfth places.

Additional attention was attracted to the little cars by the performance of an Alcyon in the coupe Normandie in August. Barriaeux was at the wheel of this two-cylinder rig and in it he maintained an average of 55 miles an hour for 154.2 miles, there being ten in the field. More credit was attained for the mono-cylinder at Brooklands last month where a single-cylinder 6-horsepower Sizaire-Naudin covered 66 miles in the hour.

Big Carnival in Italy

Italy was prominent in September because of its big road carnival at Bologna, where the Florio cup race and the Targa Bologna were contested. The Florio was run under grand prix rules and the field that went to the post was fully as brilliant as raced over the Dieppe circuit in France. It was in this event that Nazzaro cracked a world's record in his Fiat by averaging 74.3 miles per hour, which was made possible because of the fact that the Bologna circuit has only four turns on it, the long straightaways affording all kinds of chances to make speed. The mark Nazzaro beat was his own of 70.61, which also was beaten in the Florio by Trucco, who drove

TABLE SHOWING ROAD RACING HISTORY OF EUROPE FOR THE SEASON JUST AT AN END

Race	Date	Car	H. P.	Driver	NO. STARTERS	Distance	Time	AV. MI. PER HR.
Grand Prix France	July 7	Mercedes	125	Lautenschlager	48	478	6:55:42	69.5
	Second car	Benz	123	Hemery			7:04:24	67.4
	Third car	Benz	123	Hanriot			7:05:13	67.4
Florio Cup Italy	Sept. 6	Fiat	107	Nazzaro	17	326.2	4:25:21	74.3
	Second car	De Dietrich		Trucco			4:34:07	71.0
	Third car	Itala	120	Cagno			4:52:12	66.4
St. Petersburg-Moscow Russia	June 1	Benz	100	Hemery	50	426.6	8:30:48	60.0
	Second car	Darracq		Demogeot			8:42:12	49.0
	Third car	Itala	110	Pope				
Targa Florio Sicily	May 20	Isotta		Trucco	11	277	7:49:25	35.5
	Second car	Fiat	107	Lancia			8:02:40	34.4
	Third car	S. P. A.		Celrano			8:03:13	33.9
Targa Bologna Italy	Sept. 5	Berliet	40	Porporato	16	262.5	4:00:56	65.3
	Second Car	S. P. A.		Appendino			4:14:05	62
	Third Car	Franco		Buzio			4:40:57	56
Four-Inch Race Isle of Man England	Sept. 24	Hutton		Watson	35	340	6:43:05	50.2
	Second Car	Darracq		Guinness			6:45:21	50.0
	Third Car	Darracq		George			6:48:56	48.6
Grand Prix Voiturette, France	July 6	Delage	10.31 1-cyl.	Guyot	47	285.2	5:48:30	49.8
	Second Car	Sizaire-Naudin	10.77 1-cyl.	Naudin			5:52:06	49.9
	Third Car	Lion Peugeot	10.77 1-cyl.	Goux			5:58:00	48.2
Coupe Normandie Voiturette	Aug. 15	Alcyon	2-cyl.	Barriaeux	10	154.2	2:49:25	55.0
S. P. A. Voiturette	May 10	Lion Peugeot	6 1-cyl.	Guipone	11	105	6:31:30	20.5
	Second car	De Dion	9 2-cyl.	Cammarata			6:59:49	27.1
	Third car	De Dion	9 2-cyl.	Tasca			7:11:53	25.7

a de Dietrich. Wagner, who won the big race at Savannah, was among the Florio contestants, but he was put out in the third round by a broken front axle.

The day before the Florio the Targa Bologna was run, an event for big touring cars in which the winner was Porporato, in a Berliet, having a bore of only 4.7 inches.

Novel Race in England

England with its "4-inch" race wound up the European racing season, which was the novelty of the year. It is best described by an English critic who says: "This race was a grand prix in miniature. The only restrictions were that the bore should not exceed 4 inches for a four-cylinder engine, and the weight of the chassis in running order should not be less than 1,800 pounds. This total excluded driver, mechanic, spares and tools. The event was a chassis race pure and simple, with the two limitations named, and as no restric-



W. H. SHARP, SHARP-ARROW,
WINNER GARDEN CITY SWEEPSTAKES

tions were placed on stroke, some very long strokes were adopted. The distance was 337½ miles, or nine circuits of the course

of 37½ miles. The 4-inch race replaced the fuel limit races which preceded it in 1905, 1906 and 1907." Thirty-five cars started and the winning Hutton, driven by Watson and a Napier production, averaged 50.2 miles an hour, considered a remarkable performance in view of the fact that the bore was limited to 4 inches. Great secrecy was maintained by the makers of the Hutton over the length of the stroke and so far no official statement has been made regarding the winner, although it is thought its stroke was between 8 and 9 inches. Many novel features are incorporated in the engine of the Hutton—which permitted of the astonishing piston speed of 3,000 feet per minute, it is said. The cylinders are cast in pairs, each cylinder in the first place being cast without any waterjacket, the latter being of copper electrolytically deposited by a special process which requires about 3 weeks to complete the deposition of copper.

STATISTICS OF THE TWENTY-ONE ROAD RACES RUN IN AMERICA IN SEASON OF 1908

Race	Date	Car	H. P.	Driver	NO. STARTERS	Distance	Time	AV. MI. PER HR.
Vanderbilt Cup	Oct. 24.....	Locomobile.....	84.1	G. Robertson.....	19	259.6	4:00:48	64.3
	Second car.....	Isotta.....	80	H. Lytle.....			4:02:38	64.0
	Third car.....	Locomobile.....	84.1	J. Florida.....			4:28:10	58.6
Savannah Grand Prix	Nov. 26.....	Fiat.....	116	L. Wagner.....	20	402	6:10:31	65.11
	Second car.....	Benz.....	110	V. Hemery.....			6:11:27	64.9
	Third car.....	Fiat.....	118	F. Nazzaro.....			6:16:47	63.6
Savannah Light Car	Nov. 25.....	Lancia.....	12-18	W. M. Hilliard.....	15	196	3:49:33	62.8
	Second car.....	Buick.....	18	R. Burman.....			3:49:46	61.1
	Third car.....	Chalmers.....	30	L. Lorimer.....			3:53:55	60.2
Savannah Cup	March 19.....	Isotta.....	55.1	L. Strang.....	8	342	8:21:30	63.78
	Second car.....	Apperson.....	50	H. Lytle.....			8:44:37	60.7
	Third car.....	Acme six.....	50	M. Newstetter.....			8:47:05	60.4
Savannah High Power Cup	March 18.....	Thomas Flyer.....	70	G. Salzman.....	2	180	3:02:25	60.0
Savannah Runabout	March 18.....	Apperson.....	24	H. Lytle.....	3	180	3:35:41	60.0
Briarcliff Cup	April 24.....	Isotta.....	55.1	L. Strang.....	22	240	5:14:19	48.0
	Second car.....	Fiat.....	48.4	E. Cedrino.....			5:21:05	44.3
	Third car.....	Stearns.....	48.2	G. Vaughan.....			5:26:29	38.4
Fairmount Park, Philadelphia	Oct. 10.....	Locomobile.....	40	G. Robertson.....	16	195	4:02:30	48.1
	Second car.....	Acme.....	45-50	C. Patchke.....			4:14:54	46.0
	Third car.....	Lozier.....	50	R. Mulford.....			4:17:28	45.5
Lowell, Mass.	Sept. 7.....	Isotta.....	55.1	L. Strang.....	7	250	4:42:34	53.8
	Second car.....	Berliet six.....	60	H. Grant.....			6:14:58	47.8
	Third car.....	Knox.....	40	W. Bourque.....			6:33:29	41.2
Motor Parkway Sweepstakes	Oct. 10.....	Isotta.....	55.1	H. Lytle.....	7	234.8	3:39:10	64.25
	Second car.....	Renault.....	35	L. Strang.....			3:50:25	61.20
	Third car.....	Itala.....		G. Leahliter.....			4:13:09	55.8
Meadowbrook Sweepstakes	Oct. 10.....	Allen-Kingston.....	40-45	H. Hughes.....	4	211.14	4:00:47	52.6
	Second car.....	Rainier.....		L. Diabrow.....			4:03:42	52.2
	Third car.....	Lacla.....	12-18	W. Hilliard.....			4:24:15	47.9
Garden City Sweepstakes	Oct. 10.....	Sharp-Arrow.....	40-50	W. H. Sharp.....	7	107.68	3:19:34	56.4
	Second car.....	Knox.....	38	W. Bourque.....			4:09:11	45.2
	Third car.....	Stoddard-Dayton.....	40-45	A. Miller.....			4:11:52	44.8
Jericho Sweepstakes	Oct. 10.....	Chalmers-Detroit.....	30	W. Burns.....	6	140.76	2:56:21	48.65
	Second car.....	Chalmers-Detroit.....	30	G. Ainslie.....			3:02:36	46.1
	Third car.....	Mitchell.....	35	F. Zirbes.....			3:12:00	39.2
Nassau Sweepstakes	Oct. 10.....	Buick.....	18	E. Easter.....	8	93.84	2:07:52	44.1
	Second car.....	Cameron.....	22	F. Cameron.....			2:15:52	41.7
	Third car.....	Mitchell.....	20	W. Olney.....			2:22:23	39.6
Denver	May 30.....	Thomas-Detroit.....	40	L. Mathewson.....	8	320	8:25:39	36.9
Denver	Sept. 7.....	Thomas Flyer.....	70	H. Ball.....	10	295	6:28:17	45.7
	Second car.....	Chalmers-Detroit.....	40	L. Lorimer.....			6:37:40	44.5
Portland, Ore.	June 4.....	Studebaker.....	30	H. Bell.....	11	102.4	2:04:08	49.4
	Second car.....	Studebaker.....	30	N. Cooper.....			2:18:47	44.2
	Third car.....	White.....	30	F. Dundee.....			2:29:39	40.8
Portland, Ore.	June 4.....	Cadillac.....	30	H. M. Covey.....	6	58.6	1:13:20	47.9
	Second car.....	White.....	30	W. Silmmon.....			1:20:17	42.4
Los Angeles-Phoenix	Nov. 5.....	1905 White.....	18	F. C. Fenners.....	4	465	29:26:00	15.4
Mt. Baldy	Sept. 20.....	White.....	20	H. Ryus.....	2	100	3:34:00	28.0
	Second car.....	Kisselkar.....	30	B. Latham.....			4:13:00	23.0
Jacksonville-Miami	March 13-14.....	Cadillac.....	10	W. Stinson.....	4	372	5 days	

*Unofficial †Disqualified for being overweight

Reliability Runs of the Past Season

AMERICA, England and Germany each had its national reliability run during the season just at an end and each was successful in demonstrating to the public that the modern motor car is dependable and capable of standing hardships that no other means of transportation could. No distance apparently was too great for the motor car to tackle as, for instance, the New York-Paris run of 20,000 miles, which was in a class by itself, and the three national tours, the Glidden in this country, which covered a distance of 1,670 miles in 12 days' running; the international test of the Royal Automobile Club of England, which traveled 2,177 miles in 16 days through Scotland and England, and the Prince Henry tour in Germany, which was spread over 7 days in which time the cars covered 1,386 miles.

Three Big Reliabilities

Each country went about deciding its big event in a different manner, each unique in its way. America was content to penalize for repairs and compel the cars to maintain a running schedule. No examination was made at the finish as to the mechanical condition of the cars, it being deemed sufficient that the perfect score cars had made each control on time and had not used any of the extra parts in the sealed bags. In England John Bull discarded all his old schemes and put on what he called a 2,000-mile international reliability run, with which was combined the annual Scotch reliability. As part of the test were several hill-climbs and at the end the cars had to race 200 miles on Brooklands tracks. Mr. Bull fixed his



EDWARD RETLING
DRIVER OF PIERCE, HOWER TROPHY WINNER

penalty scheme so that the race on the track decided the winners of each of his classes, a car being given a handicap over its rivals according to the showing made in the road work.

In Germany the old Herkomer tour was discarded altogether, its place being taken by a competition for the Prince Henry cup. In the main, though, there was not much difference between the old and the new, the run lasting 7 days in which time the cars took part in a hill-climb and in two speed trials on the flat, their showing in these having a lot to do with the final awards. The formula played an important part in these proceedings, but it is noted

that the Germans modified their rules somewhat, complaints having been made in previous years that foreign cars had no show under the formula.

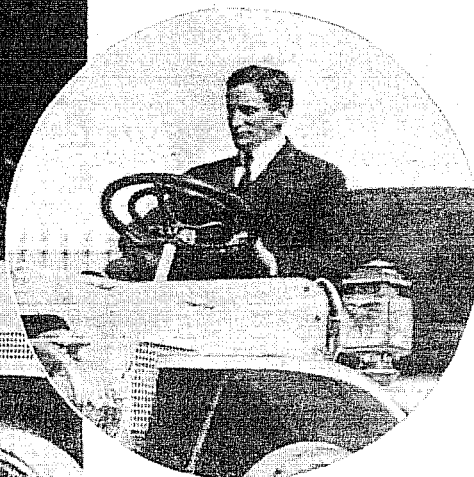
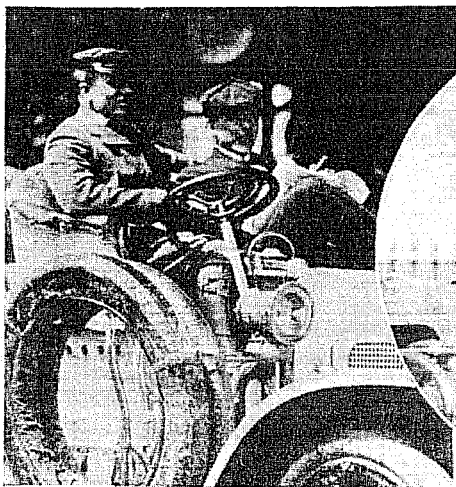
The Glidden tour in 1908, the fourth annual test, started from Buffalo July 9 because of the fact that the Glidden trophy was held by the Automobile Club of Buffalo. The route called for 12 days of running, the odometered distance being 1,669.7 miles, with the night stops as follows:

Date	Stop	Distance
July 9	—Cambridge Springs, Pa.	117.4
July 10	—Pittsburg	110.2
July 11	—Bedford Springs, Pa.	106.4
July 12	—Sunday rest at Bedford Springs.	
July 13	—Harrisburg, Pa.	107.3
July 14	—Philadelphia	133.5
July 15	—Millford, Pa.	132
July 16	—Albany, N. Y.	158.5
July 17	—Boston, Mass.	194.2
July 18-19	—Rest at Boston.	
July 20	—Poland Springs, Me.	154
July 21	—Rangeley Lake, Me.	141.7
July 22	—Bethlehem, N. H.	130
July 23	—Saratoga, N. Y.	184.5



TEDDY DEY
DRIVER OF PIERCE-ARROW GLIDDEN CAR

Fifty-eight cars were entered in the tour, the proper title of which was the "fifth annual reliability touring contest of the American Automobile Association, including the contest for the Charles J. Glidden trophy for touring cars, and the Frank B. Hower trophy for runabouts." The affair continued to be styled the Glidden. Fifty-eight cars were entered, of which number fifty-six started. As before, the Glidden trophy was a team competition for which ten teams were nominated, each consisting of three cars. A change from last year was that the clubs could enter more than one team which gave an opportunity for making up teams of the same make of cars. This brought thirty cars into the competition for the Glidden. In addition there were two cars striving for perfect score certificates; fourteen



WALTER WHITE AND HAL K. SHERIDAN, CONSISTENT PERFORMERS IN WHITE STEAMER

roadsters started for the Hower trophy; there were five official cars and five non-contestants. Of this field of forty-six in actual competition, twenty-one of the thirty Glidden cars made perfect scores; the two certificate machines were perfect and five of the roadsters went clean, a total of twenty-eight out of a possible forty-six perfect. In the Glidden itself the following cars made perfect scores:

No. and car	Driver
1—Pierce-Arrow	Teddy Dey
2—Pierce-Arrow	A. Kumpf
3—Pierce-Arrow	J. W. McGuire
4—Reo	R. M. Owen
5—Peerless	C. Burman
6—Peerless	W. C. Straub
7—Peerless	H. D. Savage
8—Premier	H. Hammond
10—Gaeth	E. Gaeth
11—Thomas	G. Buse
13—Franklin	C. S. Carris
14—Franklin	M. S. Bates
15—Rainier	Mrs. A. Cunco
19—Haynes	F. Nutt
20—Haynes	L. Wagoner
21—Marmon	F. El. Wing
24—Studebaker	F. Yerger
26—Studebaker	R. Yerger
28—Oakland	E. M. Murphy
30—Garford	A. R. Davis
35—Oldsmobile	A. Auble

CERTIFICATE CARS

16—Stevens-Duryea	D. H. Young
17—Stevens-Duryea	C. L. Clark

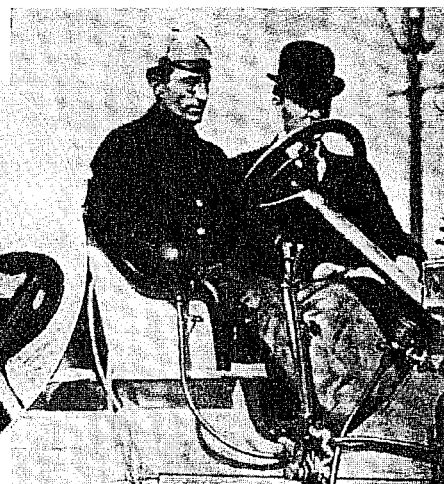
HOWER CONTESTANTS

100—Pierce-Arrow	J. B. Williams
103—Pierce-Arrow	Ed Retling
104—Premier	G. A. Weldely
107—Stoddard-Dayton	G. P. Moore
117—Stoddard-Dayton	R. E. Cox



ARTHUR KUMPF
DRIVER PIERCE-ARROW GLIDDEN CAR

When it came to figuring up at the finish of the tour at Saratoga it was found that three clubs were tied for the Glidden trophy, while there were five roadsters with perfect scores, which sewed up the Hower trophy. Under the rules run-offs were necessary, and these were ordered. The Buffalo team, made up of the three Pierce-Arrows driven by Dey, Kumpf and McGuire, respectively; the Chicago Motor Club No. 1 team, made up of the Nutt Haynes, the Wagoner Haynes and the Auble Oldsmobile, and the Columbus trio, the three Peerlesses with Burman, Straub and Savage drivers, were tied for the trophy. The Chicagoans withdrew from the run-off because Auble was forced to return home by personal business matters, while the Peerless men withdrew because their protest against the McGuire



RAY McNAMARA, PREMIER, AND FRANK NUTT, HAYNES, MAKERS OF MANY PERFECT SCORES

Pierce-Arrow was not sustained by Chairman Hower. The protest was made on the ground that 3 minutes used in taking off tire chains by McGuire on the last day was not added to the running time, the Pierce checking in that much ahead. Chairman Hower ruled that the test was of cars not watches and refused to disqualify McGuire.

This left only the Pierce trio for the run-off. A walkover was not to the liking of the Bisons, however, and they refused to accept a trophy under such conditions, so although it was awarded them they returned the cup to the American Automobile Association.

The five roadsters fought it out to the end, leaving Saratoga and running to Buffalo, from which point they started out again over the Glidden course. The Premier was the first to drop, its front axle breaking on the run from Cambridge Springs to Pittsburg the third day out. That night the two Stoddards withdrew and the next day the two surviving

Pierces continued to Bedford Springs. There it was decided that the next morning the Garden Pierce should withdraw, giving the Hower trophy to Charles Clifton's roadster, driven by Retling.

England's Great Test

Forty-six cars started in the 2,000-mile international test of the Royal Automobile Club, leaving Nottingham, England, on June 11. There were eleven classes and America was interested because the Cadillac single-cylinder was among the contestants. Combined with this was the Scottish trials in which there were seven classes. The run passed through England, swung up into Scotland, then worked back to Brooklands for the finish. Of the forty-six that started thirty-six reached Brooklands safely, giving 78 per cent of the field finishing. Before Brooklands was reached the cars took part in 22 miles of hill-climbs. The eleven races that resulted at Brooklands were interesting and the Cadillac won in its class because of its good work on the road, which gave it such a handicap over its one rival that it won out by a minute or so. The Cadillac was in the 9.4-13-horsepower class and averaged 31 miles an hour on the track. The longest day's journey of the test was 168 miles and the total figures show 1,977 miles on the road and 200 on the track, a grand total of 2,177 miles.

The German run was a gigantic affair but devoid of interest on this side because of there being no American competitors in it. There were 144 cars entered and 138 started from Berlin on June 9. Of these 114 finished after having traveled 1,386 miles in 7 days. Under the formula employed the winner turned up in Fritz Erle in a Benz, the same chap who drove at Savannah last month, where he met with an accident that broke his jaw when his car turned turtle. Second to Erle in the Prince Henry was W. Poege in a Mercedes, while A. Paul was third in an Adler. Erle won his honors through his work in the speed trials and on the hill. In the first speed test he



C. S. CARRIS, DRIVER OF FRANKLIN

traveled 6½ miles in 4:24. In the second dash Schmidt in a Benz made the fastest time, while in the hill-climb Erie went up the ¾-mile grade in 4:25.

Coming back to this country one finds that there were twenty-eight reliability runs—not counting the Glidden—that were of more than local importance. In these there were 618 starters, of which 255 made perfect scores, a percentage of .42. The total distance covered in twenty-six of the runs was 7,110 miles, which makes an average of 254 miles. Two of these tests ran into four figures, the Chicago Motor Club's being 1,002 miles in 4 days, while the southwestern reliability of the Automobile Club of Kansas City covered 1,000 miles in 8 days. The last run of the year was at Worcester, Mass.



WILLIE HAUPT, CHADWICK.
WINNER OF SOME OF THE EAST'S BIG CLIMBS

held that the new system is best for determining fuel consumption, for the conditions are such as are met in everyday touring, there being no opportunity to adjust carbureters to get economy in fuel consumption.

Reliability Run Statistics

The following brief statistics will give a fair idea of the reliability runs and fuel contests of the season just at an end:

Quaker City Motor Club's second annual reliability run at Philadelphia; January 1 and 2; distance, 172 miles; fifty cars started; four perfect. Winners: Class A, McDonald and Campbell cup, Hal K. Sheridan, White steamer; class B, roadsters, C. J. Trumbull, Packard; class C, small runabouts, T. Hathaway, Maxwell; class D, D. Webster, Frayer-Miller.

Endurance run of the Bay State Automobile Association, out of Boston; February 22; distance, 135 miles; twenty starters, fourteen perfect scores.

Mid-winter economy run of the Long Island Automobile Club; February 25; distance 234 miles; nineteen cars competed. Winner, H. H. Knepper, 24-horsepower Frayer-Miller, 71 1-5 cents per capita; H. A. Vail, Franklin, second; 77½ cents per capita.

Automobile Club of Washington's tri-state tour; January 8; distance, 162 miles; sixteen started. No perfect scores. Winners: Light roadster class, Buick; heavy roadster class, Stearns; touring car class, Thomas-Detroit.

Three-day reliability run of Milwaukee Automobile Club; distance, 345 miles; eight starters. No perfect scores. Winner, Four-cylinder Maxwell touring car.

Reliability run of the Norristown Automobile Club of Norristown, Pa.; April 28; distance, 123 miles; thirty-two started; sixteen perfect scores.

Two-day reliability run of the Motor Club of Harrisburg, Pa.; May 4 and 5; distance, 317

miles; twenty-six started; two perfect scores. Winners: Class A, W. C. White, White steamer, perfect; class B, W. M. Cram, Mitchell, 2 points; class C, E. G. Irvin, Pullman, 8 points; class D, C. C. Cumber, Pullman, perfect.

Three-day reliability run of the Detroit Automobile Trade Association; April 29, 30 and May 1; distance, 400 miles; thirty-two started; thirteen perfect scores.

Sealed bonnet reliability run at Baltimore; May 2; distance, 148 miles; thirty-four started; nineteen perfect scores.

Second annual reliability run of the Automobile Club of Kansas City, May 16; distance, 145 miles; twenty-eight started; seventeen perfect scores; run-off tie at 201 miles, won by Oldsmobile.

Combined reliability and economy run of Automobile Club of Hartford, Hartford, Conn., May 15; distance, 174 miles; fifty started; eighteen perfect scores. Economy results: cars \$1,500 or less, Ford, 9 gallons 2 quarts 1 pint; cars \$1,500-\$3,000, Knox, 8½ gallons; cars over \$3,000, Stevens-Duryea, 11½ gallons.

North Jersey Automobile Club's 100-mile non-motor stop sealed bonnet run; twelve started; ten perfect scores. Sealed bonnet run at Indianapolis, May 20; distance, 150 miles; thirty-seven started; nineteen perfect scores.

Two-day reliability run of the Minneapolis Automobile Club; distance, 262 miles; May 28-29; nineteen started; no perfect scores. Winner, O. E. Martin, Thomas-Detroit.

San Francisco 24-hour endurance run, May 31; distance, 570 miles; fifteen started; nine perfect scores.

Two-day sealed bonnet run from Atlanta, Ga., to Mason and return, May 15-16; distance, 192 miles; thirteen started; nine perfect scores.

Owners' reliability run of St. Louis Automobile Club, June 27; distance, 190 miles; twenty started. E. J. Walsh, Packard, and Samuel Plant, Packard, tied for first with perfect scores.

Monroe County Automobile Association's reliability run at Stroudsburg, Pa., June 24-27. Winners: Class A, Elmore; class B, Thomas-Detroit; class C, Ford, all perfect scores.

Reliability run at Wilmington, Del.; distance, 79 miles; twenty-one started; sixteen perfect scores.

Southern California Automobile Dealers' Association reliability run from Los Angeles to San Diego and return; distance, 355 miles; twenty-two started; fourteen perfect scores.

Economy run at Harrisburg, Pa.; each car given 1 gallon of gasoline; twenty-one started; greatest distance, 1903 Cadillac, 38½ miles.

Ohio 3-day reliability, Toledo, Columbus and Cleveland; fifteen started; eight perfect scores.

Eight-day southwest reliability run of Automobile Club of Kansas City; distance 1,000 miles; thirty-one started; winner, Corbin touring car; perfect score.

Twenty-four-hour endurance run of the Bay State Automobile Association from Boston to Bretton Woods, N. H., and return; distance, 386 miles; twenty-one started; nine perfect scores. In run-off Franklin, Shawmut and Studebaker survived after having gone 1,607 miles all told. After 5 days' attempt to decide a winner the attempt was abandoned.

Chicago Motor Club's 1,000-mile 4-day reliability run; seventeen started; five perfect scores; Premier won the fuel economy prize. Diamond Rubber Co. won the tire competition.

Indianapolis Trade Association's 2-day reliability run to French Lick and return; twenty-six started; fifteen perfect scores.

Cleveland 3-day run; distance, 571 miles; nine started; three perfect scores; Franklin winner of the fuel economy prize.

Interclub team match between the Chicago Athletic Association and the Chicago Automobile Club, October 15; won by the Chicago Athletic Association; distance, 100 miles; sixteen started; nine perfect scores. First time this style of competition was held.

Aurora, Ill., October 22; team match; distance, 100 miles; twenty-one started; thirteen perfect scores.

Economy run of the Denver Motor Club, November 7; won by 30-horsepower Coluburn under the formula; average, 20.55 miles per gallon; Ford runabout, winner of prize for smallest gasoline consumption; average 41.17 miles per gallon.

Montauk run of New York Automobile Trade Association; distance, 315 miles; 2 days; twenty-eight started; twenty-five perfect scores were reported.

Winter reliability run of Worcester Automobile Club of Worcester, Mass., December 13; distance, 210 miles; fourteen started; eight clean road scores; one perfect score, Franklin, driven by C. S. Carris.



A. E. DENISON, KNOX,
CLEVER HILL-CLIMBING DRIVER

Economy runs were not so popular as in other years, there having been only eight on the calendar. Of these only three—one at Denver, one at Harrisburg and the third on Long Island—were strictly economy, the others being run in conjunction with reliability tests. Minneapolis inaugurated something new when it made the consumption of oil and gasoline a factor in determining the winner of its reliability. Chicago offered a fuel prize, hung up by the Standard Oil Co., in its 1,000-mile run, the winner turning up in Ray McNamara's Premier roadster which averaged 15.81 miles to the gallon, which was the smallest fuel consumption of the lot as well as being the best showing under the formula employed. Cleveland followed Chicago's example, the Franklin being the winner. The Pierce won the fuel prize at Minneapolis. It is



EDGAR APPERSON, APPERSON,
ONE OF THE WEST'S BEST DRIVERS