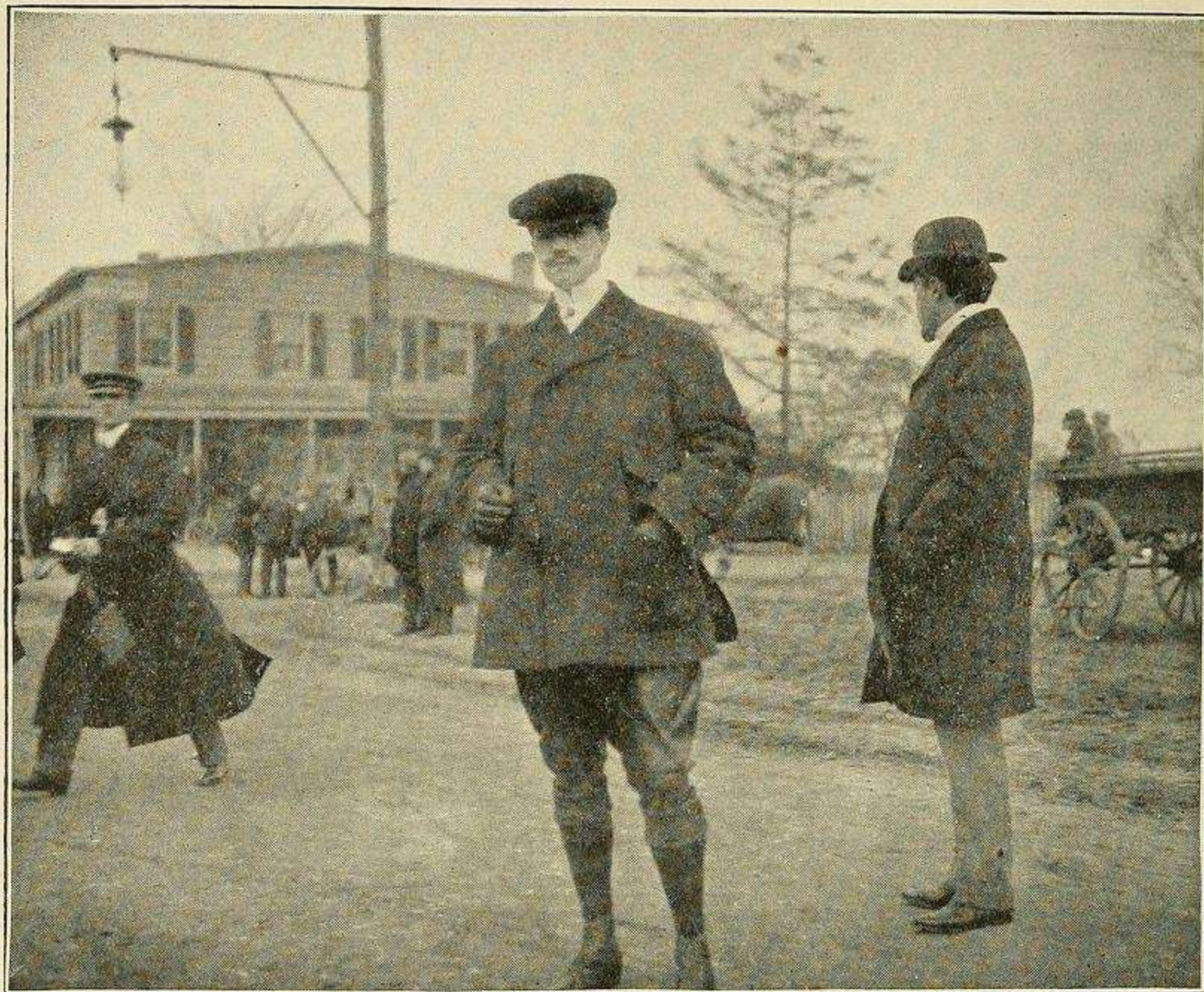


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Mr. Léonce Blanchet, the Donor of the Cup

THE SECOND ROAD RACE

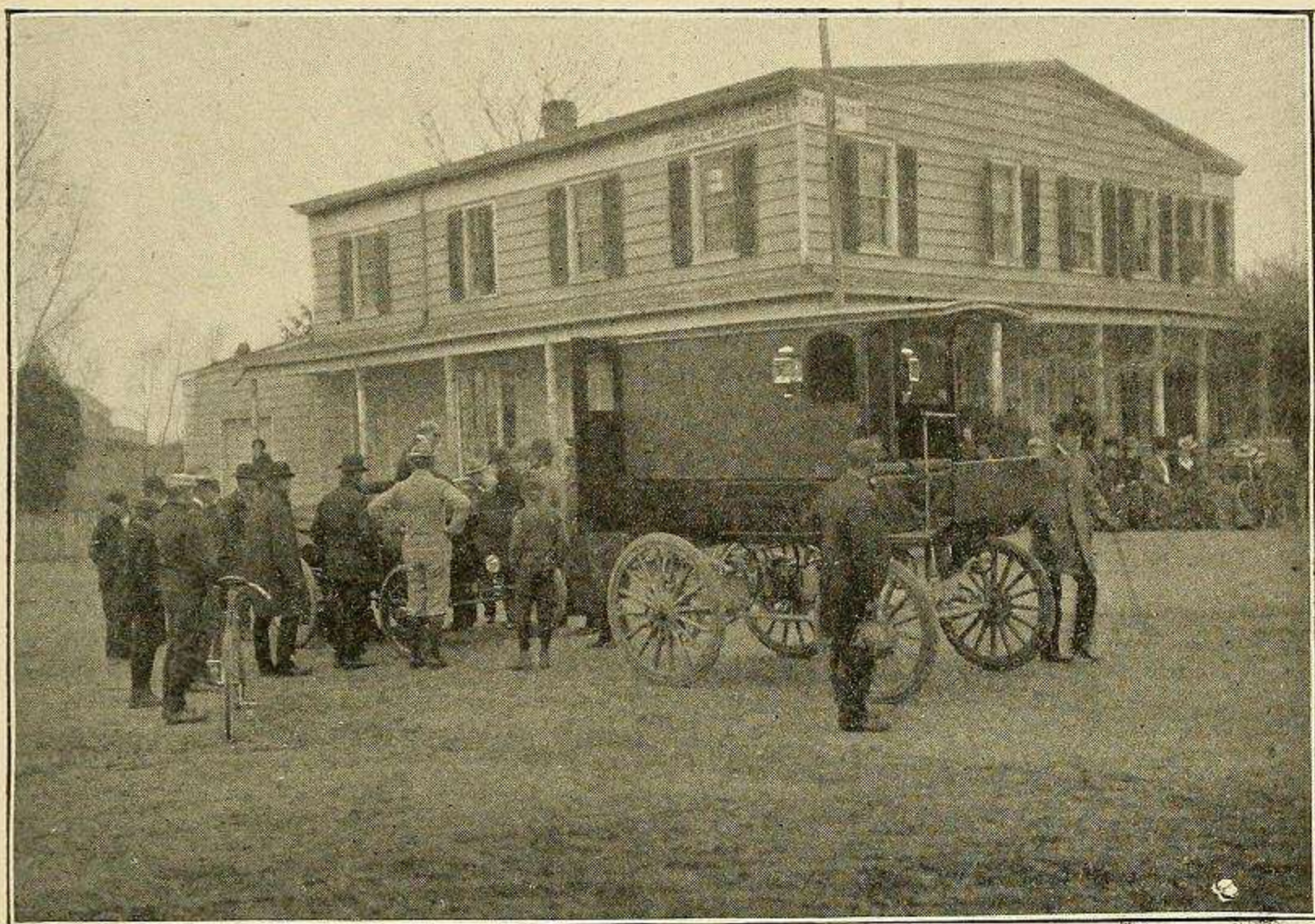
50 Miles in 2 hours 3 minutes and 30 seconds, for the Blanchet Cup

Over the finest stretch of turnpike in the neighborhood of the metropolis nine members of the Automobile Club of America competed for a cup presented by Mr. Léonce Blanchet, member of the Automobile Club of France.

A HANDSOME CUP

The cup, which was offered by him in recognition of the many courtesies tendered him by the Automobile Club of America, is a beautiful trophy, and was on exhibition for one week at the rooms of the club at the Waldorf-Astoria, where it was much admired. It is of silver and is of the loving-cup design, with two widespread handles. The inscription reads: "Presented to the Automobile Club of America by Léonce Blanchet. Fifty-mile Race, April 14, 1900." The name of the winner will, of course, be added.

Two Automobile Road Races



The Winner Towed to the Starting Line

THE COURSE

The course stretched from Springfield, three miles beyond Jamaica, to Babylon, a distance of twenty-five miles, passing on the way the villages of Lynbrook, Rockville Centre, Millburn, Freeport, Merrick, Bellmore and Amityville and return. There was no attempt at any point to interfere with the race, as was feared, the residents in the villages, the farmers and the local police doing excellent work in keeping the road clear.

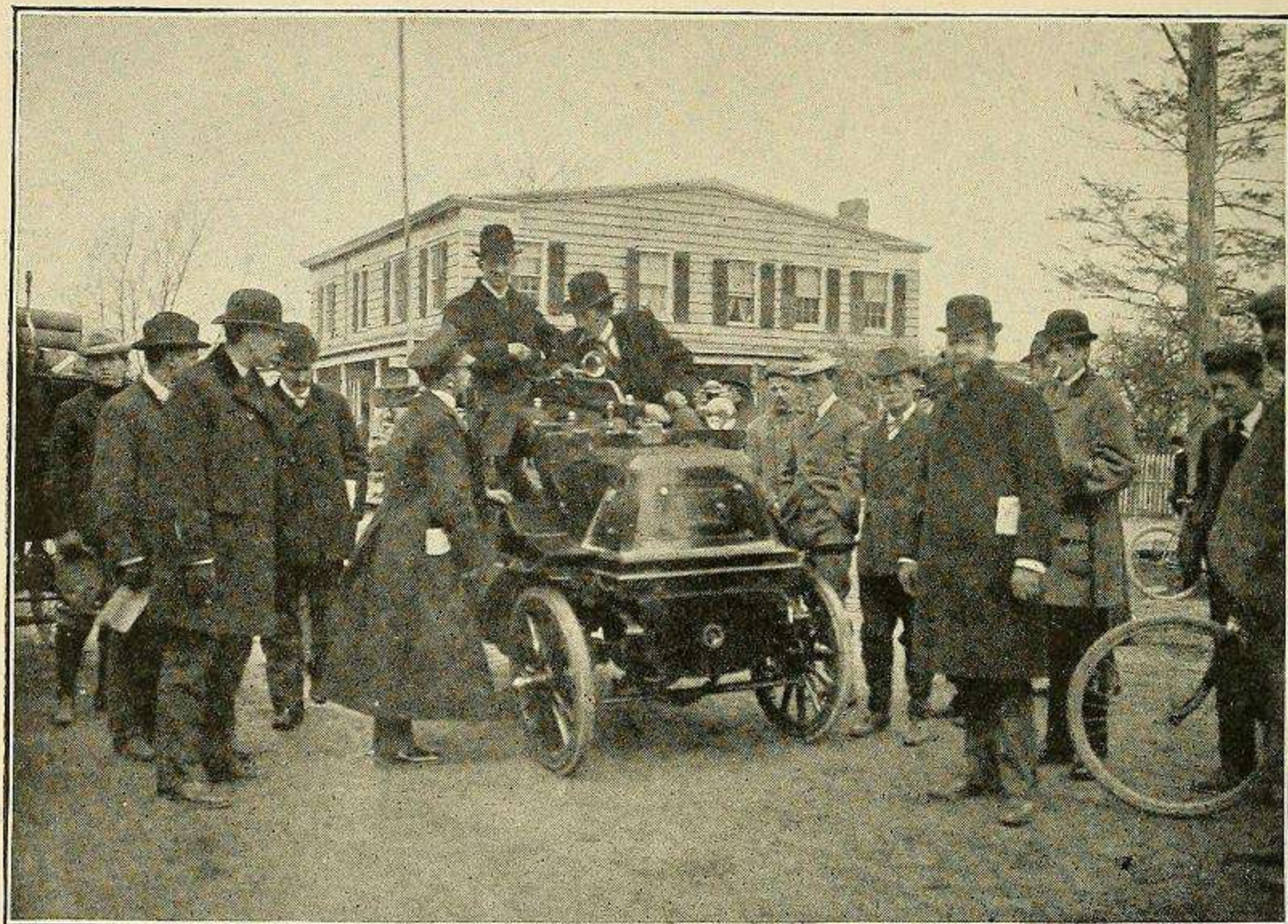
The Merrick road, along which the "autos" raced, proved to be an ideal course for such a contest. The route was selected with great care by the Committee on Runs and Tours.

EXCITEMENT IN THE VILLAGE

The usually quiet village of Springfield has seldom, if ever, been the scene of so much excitement and activity as prevailed for hours before and during the progress of the contest. In addition to the automobiles competing, twenty others made the starting and finishing point their rendezvous for the day.

There was a big crowd of automobilists and other spectators present to see the start. The inhabitants of the neighboring country gathered in great numbers and made various comments, all more or less amusing, about the machines. This is the first

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The Timekeepers' Conveyance

big race ever held by the club, and in consequence it was of more than ordinary interest.

A clubman was stationed at every crossroad to warn approaching teams and cyclists when a fast moving "auto" was approaching. The Long Island Railroad crosses the course twice, and it was arranged to take out time if any "auto" became stalled by barred gates caused by the passage of a train.

Before the start Dr. E. C. Chamberlin and Capt. Homer W. Hedge went on ahead in their automobiles to act as timekeepers.

THE START

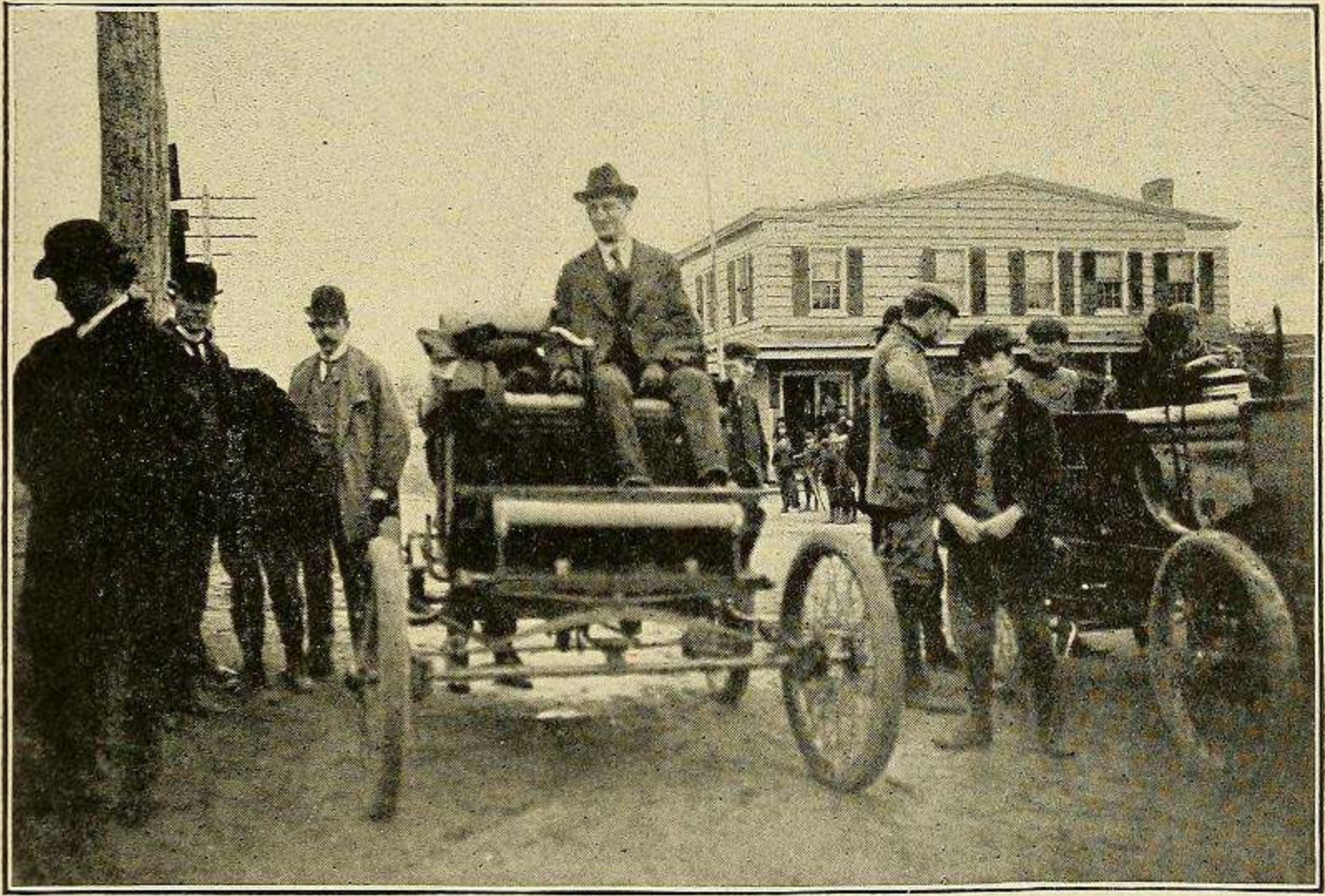
The start was at 10.24 o'clock. Only nine of the fifteen "autos" entered took part in the race. Mr. Whitney Lyon acted as starter, and Mr. V. Everit Macy held the watch. The automobiles were started under thirty seconds headway, the first man out being Mr. A. L. Riker in a specially built electric wagon, which was towed to the starting point to save his power for the race. Mr. Bostwick came next, Mr. Bishop third, Mr. Fischer fourth, Mr. Hall fifth, Mr. Field sixth, Mr. Chamberlin seventh, Mr. Morris eighth, and Mr. Davis last. The machines went away with remarkable precision. The Locomobile owned by Mr. S. T. Davis, Jr., was the favorite with the experts, and it

Two Automobile Road Races

was generally expected that he would win. In the run to Babylon, Mr. Davis slowly but surely overhauled those in front of him, except Mr. Riker.

The feature of the race, not calculated upon by the promoters, was furnished by Mr. C. H. Tangeman, a motor enthusiast of Brooklyn. Mounted on a noisy little gasoline tricycle, he left Springfield just as Mr. Riker was being started, and, keeping company with the latter on the outward journey, he raced away from him on the home stretch, arriving at Springfield nearly five minutes in advance of the actual winner.

Mr. Tangeman, of course, was not a competitor for the prize, nor was his machine eligible had he desired to compete. His



Mr. Alexander Fisher

presence, however, furnished both amusement and excitement all along the line.

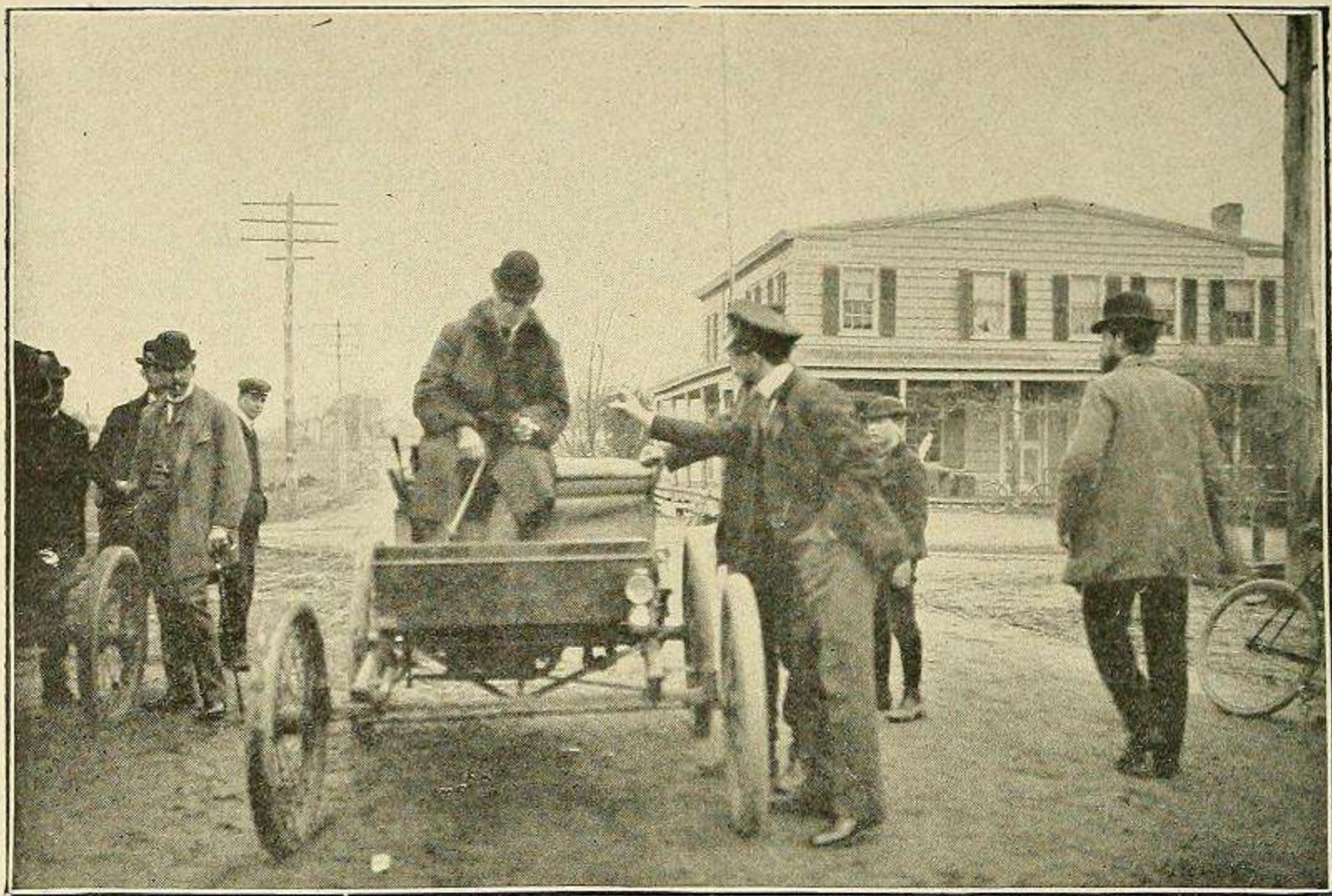
THE OUTWARD TRIP

On the outward trip the racers had the wind behind them. The roads were in almost perfect condition and the air was fresh without being uncomfortably chilly. To the plaudits of the enthusiastic spectators Mr. Riker began the journey, with Mr. C. H. Tangeman on his fretful machine trailing him.

RACED WITH A TRICYCLE

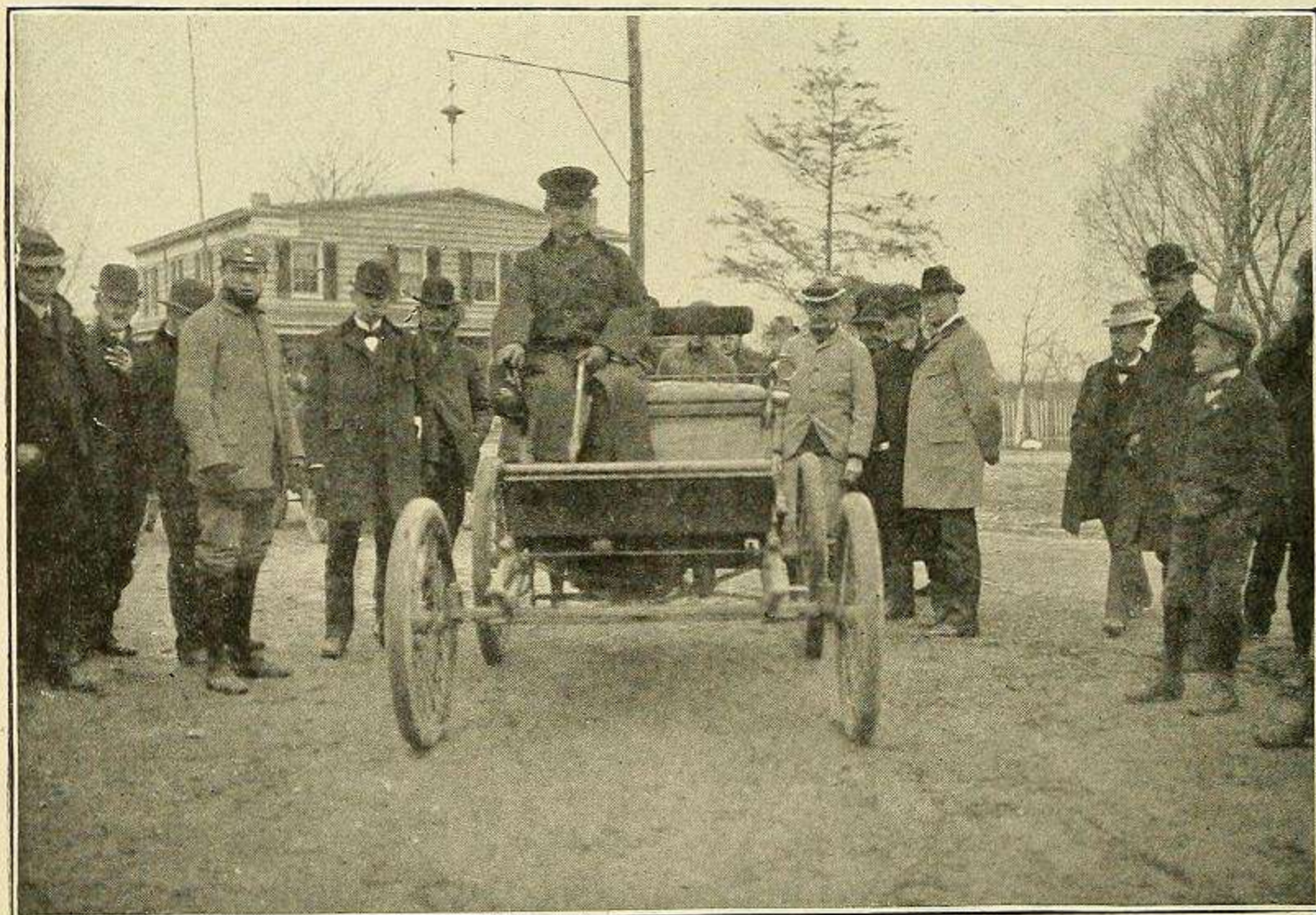
Toward Valley Stream the ill-assorted vehicles raced together. Then the tricycle drew into the lead and made the pace to Free-

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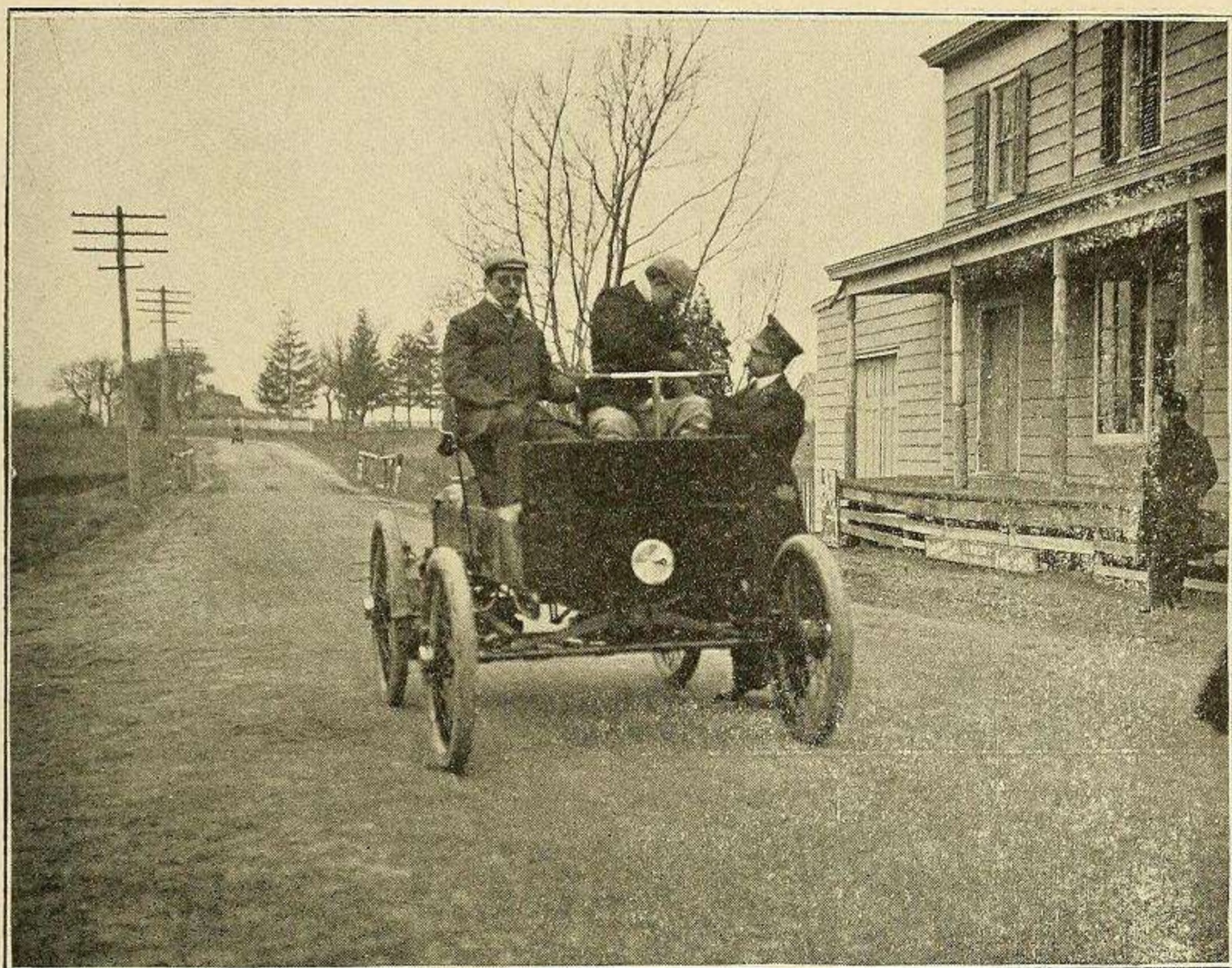
Mr. D. Wolfe Bishop, Jr.

port. From this point to Seaford and Babylon the two alternated in the lead, the smaller machine being first to make the turn.



Mr. George F. Chamberlin

Two Automobile Road Races



Mr. A. L. Riker

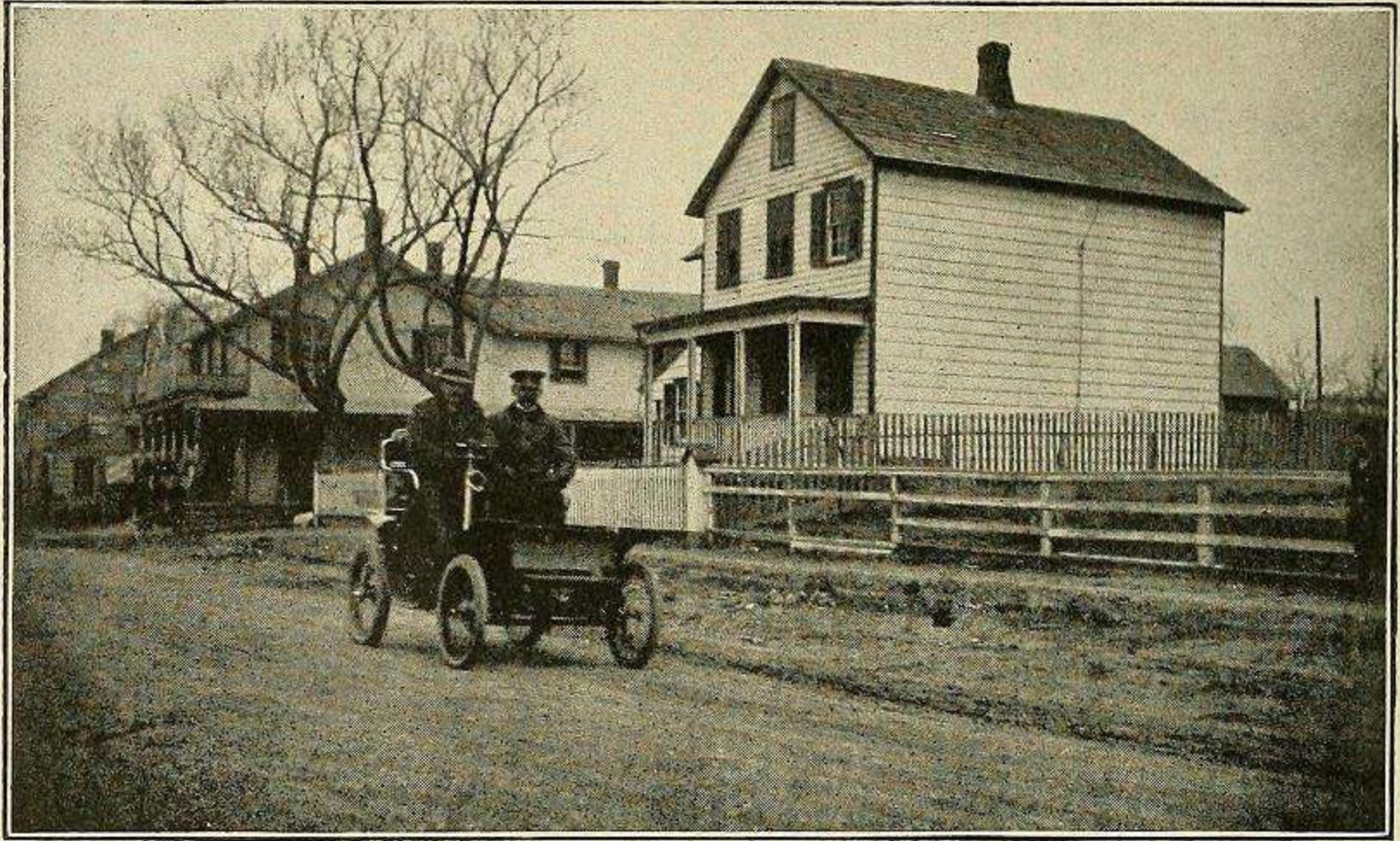
Mr. Riker's time to that point was one hour and thirty-eight seconds, but less than two minutes later he was followed by Mr. S. T. Davis, Jr., who had been the last to leave Springfield. Mr. Davis' time to the turn was only fifty-eight minutes and fifteen seconds, and it looked as if he might prove the winner of the race.

THE RETURN TRIP

The turn at Babylon was made around two barrels placed in the centre of the road. There are crossroads at this point, but the automobile experts did not apparently need the extra room, for all of them made the turn around in the actual width of the Merrick road. The only accident at this point happened to the machine containing Messrs. Field and Skinner. The attempt was made to make the turn too quickly, and the result was that one of the pneumatic tires was twisted off the rim. The repairs were made at once and the machine finished.

In the beat back against the wind, however, the superiority of Mr. Riker's racing car was easily demonstrated, and he steadily gained over all his opponents, arriving back at Springfield at twenty-seven and a half minutes past twelve o'clock.

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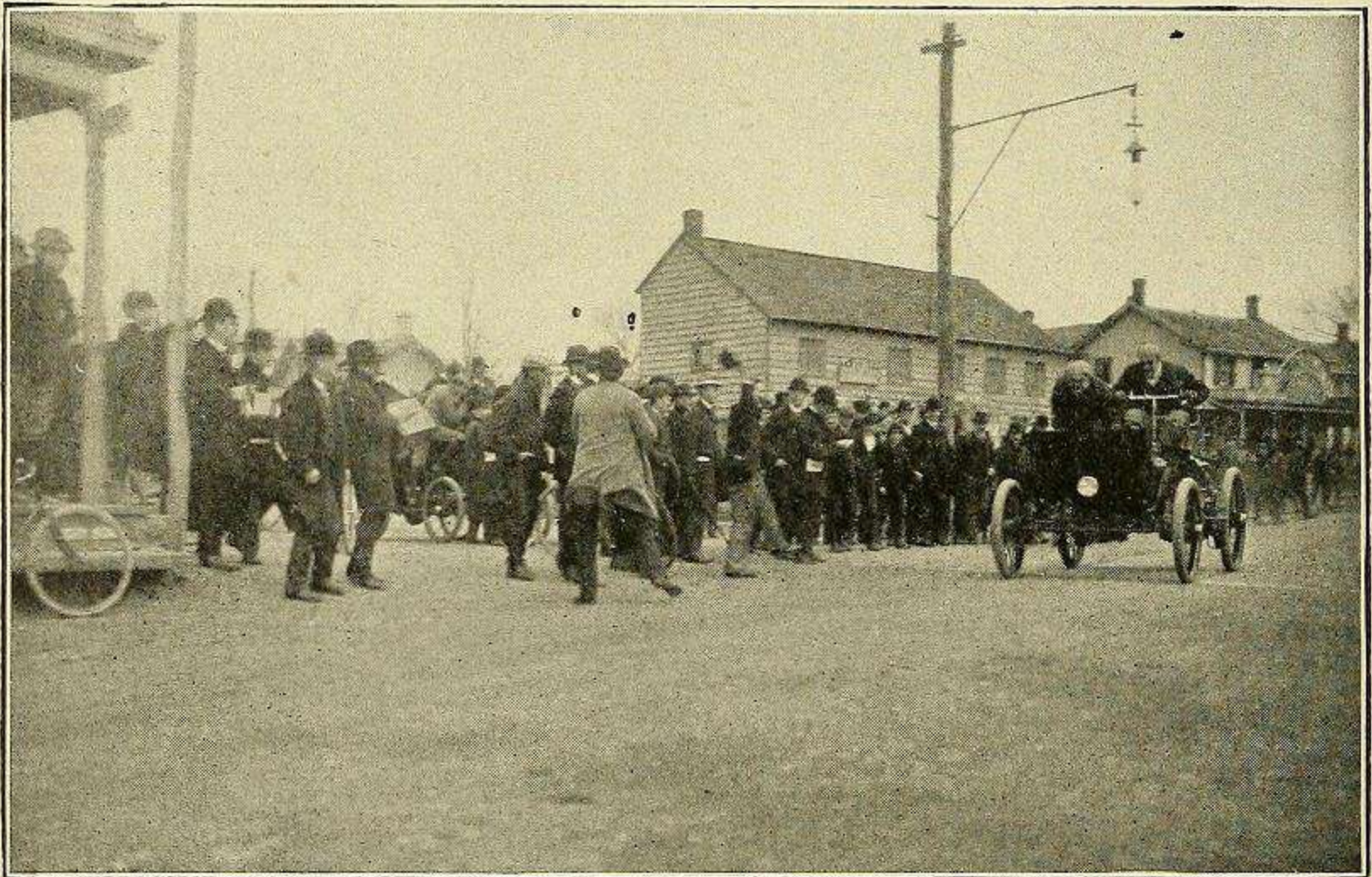


Mr. C. J. Field

THE FINISH

He made the finish in good style, rushing down the hill into Springfield at the rate of twenty-five miles an hour.

Had the race been a much shorter one it is the opinion of the experts that the steam machines, which travel at a very high rate

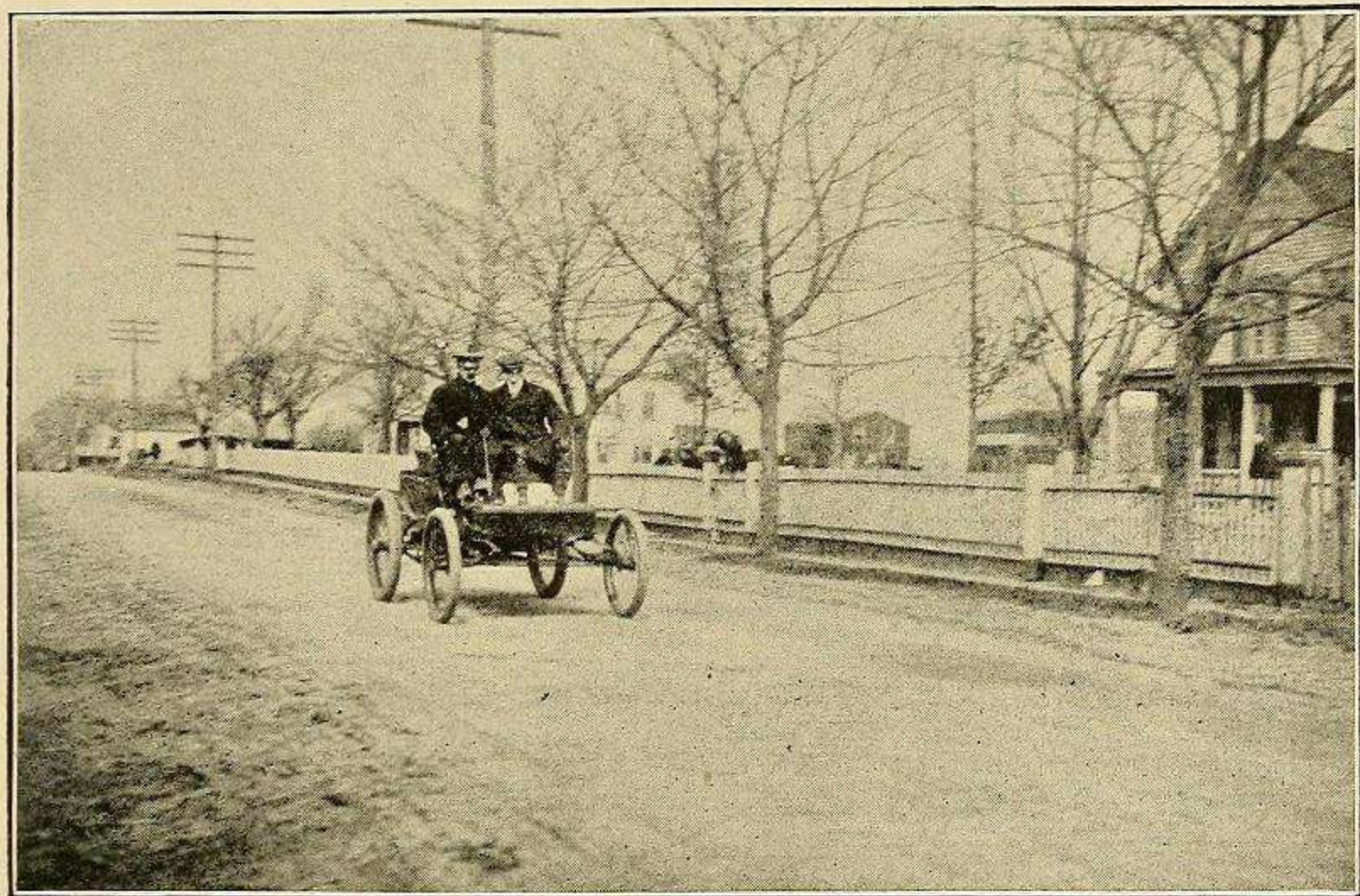


The Finish

Two Automobile Road Races

of speed for short stretches, would not have been defeated so easily. Had it been a much longer one it is the opinion of the veteran *chaffeurs* that the gasoline vehicles would have carried away the prize.

Had the race been one straight run of 50 miles, the results would probably have been different.



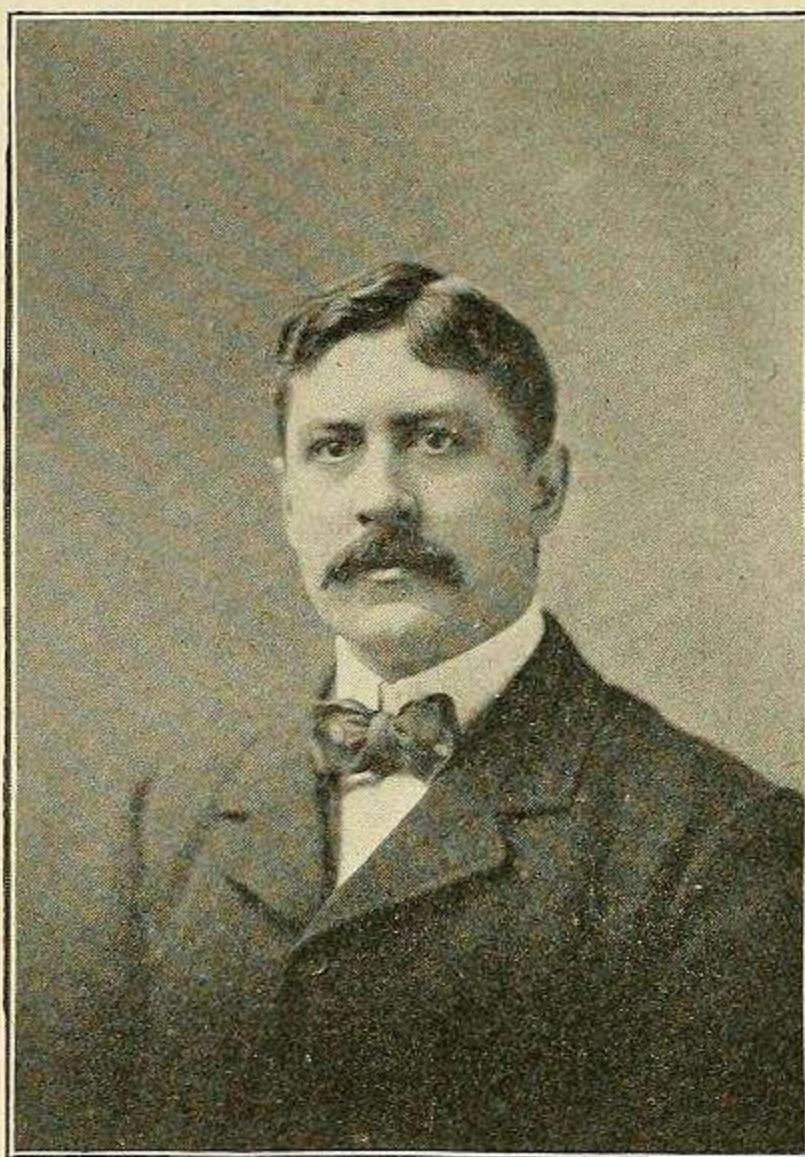
Mr. A. C. Bostwick and Mr. Léonce Blanchet

RESULTS OF THE RACE

Finish.	NAME.	KIND OF POWER.	HORSE-POWER.	WEIGHT OF VEHICLE.	TIME, 25 MILES.	TIME, 50 MILES.
1	A. L. Riker.....	Electricity .	—	2,500	1.00.38	2.03.30
2	S. T. Davis, Jr.....	Steam	3	550	0.58.15	2.18.27
3	A. Fischer.....	Gasoline ...	5	1,400	1.06.44	2.30.01
4	D. Wolfe Bishop, Jr....	" ..	6	1,550	1.13.10	2.37.52
5	A. C. Bostwick.....	" ..	6	1,500	1.17.03	2.46.40
6	G. F. Chamberlain.....	" ..	6	1,500	1.18.58	2.48.42
7	C. J. Field.....	" ..	3	700	1.24.00	3.15.30
8	D. H. Morris	Steam	3	550	1.01.45
9	W. H. Hall.....	"	3	550

The time made was not extraordinary, compared with French records, but was capital for a beginning in long distance racing. The event will always be looked back upon with interest as that of the first of its kind held in America.

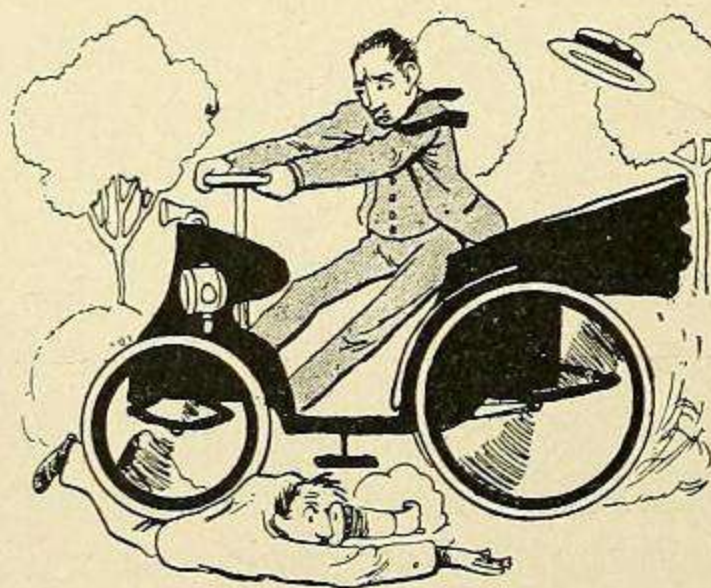
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Mr. A. L. Riker, the Winner of the Fifty-mile Race

PRESENT RATING OF CHAUFFEURS

		FIRST RACE.	SECOND RACE.
		26 Miles.	50 Miles.
1	Davis.....	1	2
2	Riker	10	1
3	Bishop.....	3	4
4	Fischer.....	0	3
5	Weston	2	0



Two Automobile Road Races

COMMENTS ON THE RACE.

While there is unanimity of feeling in the matter of Mr. Riker's personal victory, it cannot be said the race proved anything worthy of addition to the history of the automobile. In Mr. Riker's wheeled meteor is exploited a specially built racing machine competing with ordinary pleasure vehicles, costing from \$750 to \$1,000, weighing from 550 to 1,600 pounds, and averaging 4 or 5 horse-power.

Mr. Riker's racer weighs about 2,500 pounds, 1,200 pounds of which is invested in accumulators. The machine is equipped with two motors. The horse-power used therein is an unknown quantity. As to the cost of the vehicle it can only be surmised to be about 6 or 7 times the intrinsic value of the other vehicles entered in the race.

One fact was firmly established by this race, however, in the remarkable demonstration of the durability and staying power of Mr. Davis' steam carriage, an ordinary runabout with an ordinary boiler, beating the electric marvel from Springfield to Babylon, a distance of 25 miles, by 2 minutes. At the latter point Mr. Davis found it necessary to replenish his boiler, an operation covering a period of 7 minutes. As with their brethren of the railroad locomotive, 7 minutes to the modern sport-loving automobilist assumes the chronological proportion of as many centuries.

With the strong wind-pressure encountered on the home-stretch all the competitors were at a great disadvantage with the exception of Mr. Riker's racer, which experienced no difficulty in putting 15 minutes before Mr. Davis' 550-pound locomobile.

The fact that Mr. Riker's machine is compact in construction cannot be forgotten when consideration is given to the speed maintained in the head-wind during his return from Babylon to Springfield.

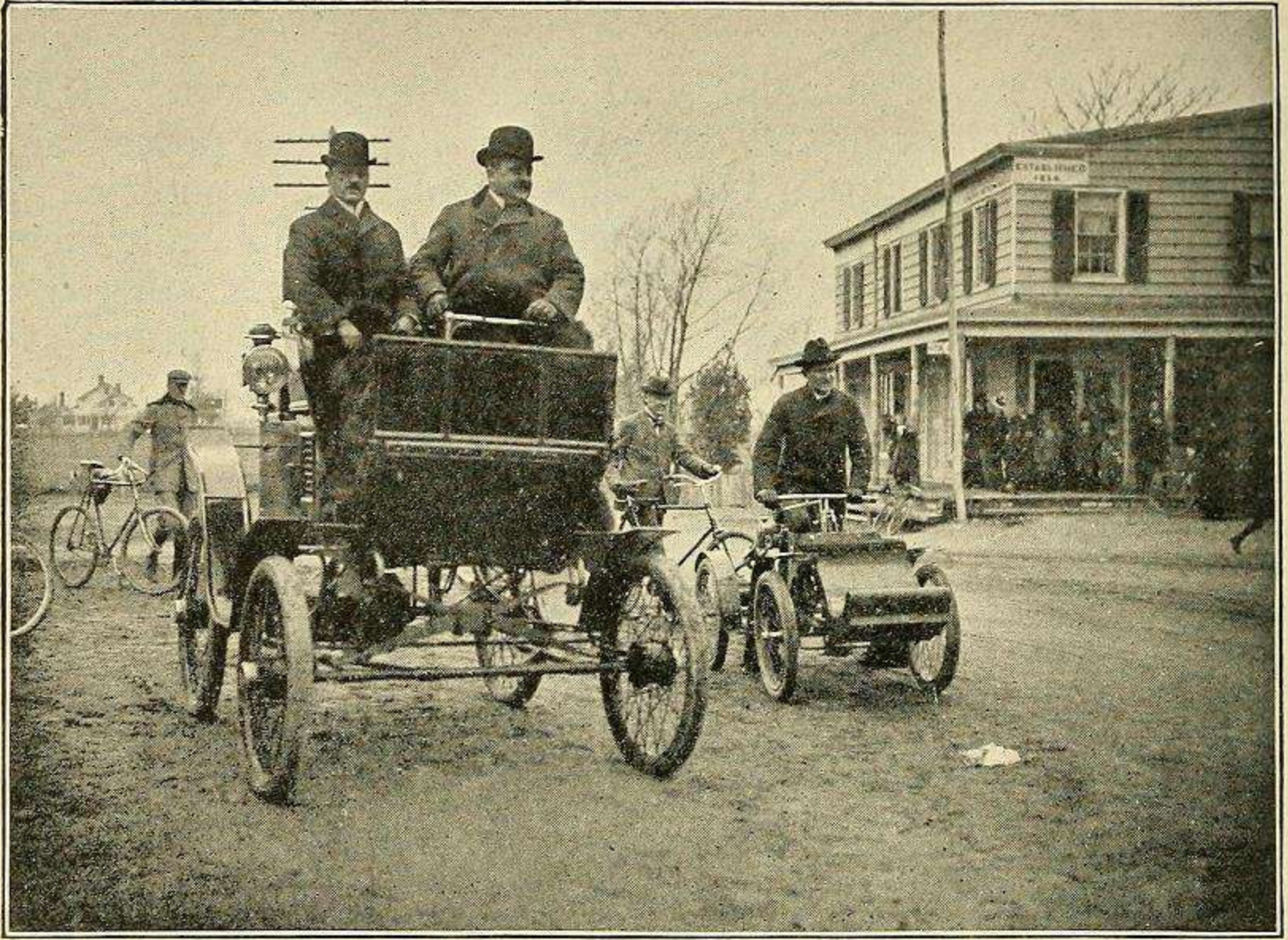
The machine carries 72 cells, divided into 3 compartments, each controlled by a lever. One compartment was employed in the outward trip, one during the return and the remaining compartment was called into use at the finish of the race.

Mr. Riker's machine is, indeed, a wonderfully constructed affair, reflecting great credit on its designer and engineer.

All the good points of masterly vehicle engineering, mechanical workmanship and electrical application have been brought into service in this unpretentious appearing, simple and compact vehicle.

Air and road resistances have been admirably calculated in

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Secretary Hedge and Mr. Whitney Lyon

its low setting, without neglecting consideration of strain in the construction of its delicate mechanism. Enthusiasts of the automobile cannot but compliment those who contributed to the construction of this racer and to entertain the hope that Mr. Riker has new surprises in store, whereof we will be apprised during the Paris Exposition.

While the arrangements for this long-distance race were admirably planned, the plans were but poorly executed.

It was noticed that, after selecting with exquisite choice the Merrick road for the scene of the contest, the majority of the members of the Committee on Runs and Tours absented themselves from the race. To this, the cause of the inadequate preparations at the starting point may be assigned.

The lack of experience displayed in the conduct of the race from the start to the finish, indeed, was marked. Many instances of this fact came into unpleasant view before and during the contest.

At 10 A. M., at which hour the race was scheduled to start, hurried explanations were furnished the contestants as to direction, railroad crossings, turning point, etc.

No preparation for the finish was made.

Two Automobile Road Races

The manner of distinguishing the identity of the contestants, also, was managed unsatisfactorily. Instead of having each vehicle bear its owner's number, the tagging was accomplished by the adjustment of a black leather shield, bearing the number in white, on the chest of the principal contestant, and held in place by a strap passed around the body.

As each rider endeavored to minimize the wind resistance, his crouching figure swallowed his identity in the hollows of his anatomy.

The white upright turning stake, which should have been placed in position in Babylon, remained laying on the road in Springfield.

At the last moment, when it seemed that the preliminaries were about to develop into chaos, Mr. Whitney Lyon obligingly undertook to bring about something resembling order, in which impromptu capacity he succeeded admirably.

In the selection of the point marking the finish absolutely no judgment was shown. In this matter the finishing point was, illogically, set down as the starting point.

Again Mr. Lyon, in his obliging foresight, placed another member of the club at the top of the hill overlooking the finish line, to signal the approach of the down-shooting machines.

To the wisdom of Mr. Lyon's precaution testimony is borne on what promised at the finish to be a most tragic incident.

Just as the automobile handled by Mr. Fischer was signalled a two-horse farm truck reached the hill, going toward Babylon. The approaching machine, which was coming along at a two-minute clip, frightened the horses, and their driver lost control of them. The animals whirled directly across the road. A cry of horror went up from the spectators, for it looked impossible for Mr. Fischer to pass between the frightened horses and the other automobile.

It was a moment when nerve and brain were required. Being unable to slacken speed, Mr. Fischer depended upon the suppleness of his wrist to avoid disaster. The automobile seemed to lurch just at the critical moment, and then it swept almost across the road, clearing the wagon. It was a remarkable piece of steering, and the spectators yelled in their delight and appreciation. In no other vehicle, under the same conditions, could Mr. Fischer have avoided a smashup.

A real revelation was his gasoline auto—which can be considered among the best make of gasoline carriages in America.

The skillful driving, under most adverse conditions, of Mr. Bishop attracted favorable comment in all quarters. His per-

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formance during the race stamped him as one of the best *chauffeurs* in the country.

The race, in brief, was an uneven contest between steam, gasoline and electricity—a contest in which ordinary steam and gasoline carriages were pitted against an electric comet on wheels, built to compete, in Paris, for the kilometre ($\frac{5}{8}$ of a mile) record.

The decided sentiment against road-racing that prevails in the Automobile Club of America—with which public sentiment is also strongly in accord—makes it imperative for the fostering of our new national industry to provide for automobile racing within enclosed spaces. In this manner the electric, steam and gasoline forms of motive power will be given equal opportunity to exhibit their qualities to the public eager for acquaintance with the new form of locomotion.

Road-racing is sowing terror and death on the highways of France; such a state of things would not be tolerated in this country, and if it were, it would certainly injure the industry at the start and greatly retard its development.

It is therefore proposed to organize the Automobile Racing Association of America.

A large number of members of the Automobile Club of America have expressed their willingness to join in the movement for the proposed organization.

Until such an organization is perfected we will probably witness some more of these criticism-inviting road races.
