

# THE MOTOR WORLD

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## AMERICAN RACE MEET IN CANADA

**Buffalo Association Crosses Border to Find a Track—Chevrolets with Special Racing Cars the Biggest Winners.**

With the latest snub-nosed speed creations of the Buick factory pitted against a field of ordinary stock machines of much less power it was not surprising that the Chevrolet brothers should have practically monopolized the program at the Buffalo Automobile Trade Association's two days race meet at the Fort Erie track, on Friday and Saturday, 22nd and 23rd inst. Between them the Buick pilots accounted for ten events, Louis gathering eight of them and his brother Arthur the remaining two.

While the "invaders" naturally usurped most of the spotlight, the local men managed to save a few events and had the pleasure of leading the Chevrolets to the wire on a few occasions. Ned McCormick had a fast Herreshoff which carried him to victory three times—in the free-for-all handicap and a 5 miles class event on Friday, and another 5 miles on Saturday. Both of the Chevrolets took McCormick's dust in the handicap, although they made desperate efforts to pass him. The Herreshoff machines were painted red, white and blue, respectively, and attracted much notice. H. P. Hardesty, Pullman, also captured a first by winning a class 5 miles race in fine style. Ned Crane, Maxwell, also registered in the winning column by defeating McCormick and Arthur Chevrolet in a handicap on Saturday.

First Day—Friday, 22d.

Despite the fact that the Grand Trunk railroad which connects the track (which is across the river on Canadian soil) with Buffalo is tied up by a strike, the automobile men solved the transportation problem in excellent fashion by arranging a ferry service to the Canadian shore, where busses met the throngs and carried them to the course. Notwithstanding this inconvenience the meeting was well attended on both days. To further facilitate the attendance of motorists with cars the management arranged with the Canadian customs men to admit all cars going to the track free of duty, special permits and tags being attached to the cars before they left the American side.

Without question the best race of the opening day was the 5 miles class for 231-300 cubic inches cars. Hardesty in the Pullman jumped the field at the gun, and unwound a remarkable burst of speed which gained him a lead of nearly 150 yards in the first lap. When the others realized the state of affairs they went after the runaway in determined fashion. Louis Chevrolet setting the pace for them. For three miles Chevrolet swallowed Hardesty's dust, slowly gaining on him and finally sailed by half a mile before the finish. Time, 5:22. After five straight victories in the stock classes and free-for-all, Chevrolet had to take water in the handicap. Crane in the Maxwell, the limit man, had one minute on the scratch men, and although they did some whirlwind driving they were unable to wear down the long markers. Crane won, McCormick was second and Arthur and Louis Chevrolet third and fourth, respectively. The windup for the day, a 5 miles class event, went to McCormick, Emmons being the runner-up. The Chevrolets, the only starters in the free-for-all, seesawed for the lead with an earnestness that seemed genuine. Arthur won by 100 yards in 5:08.

The summaries:

Five miles, 161-230 class—Won by Louis Chevrolet, Buick; second, Ned Crane, Maxwell. Time, 6:10.

Five miles, 231-300 class—Won by Louis Chevrolet, Buick; second, H. P. Hardesty, Pullman. Time, 5:22.

Five miles, 301-450 class—Won by Louis Chevrolet, Buick; second, H. P. Hardesty, Pullman; third, Ned Crane, Maxwell. Time, 5:40.

Five miles, 451-600 class—Won by Louis Chevrolet; Buick; second, Arthur Chevrolet, Buick. Time, 5:55½.

Five miles, free-for-all—Won by Louis Chevrolet, Buick; second, Arthur Chevrolet, Buick; third, Ned Crane, Thomas. Time, 4:59¾.

Five miles handicap—Won by Ned Crane, Maxwell; second, Ned McCormick, Herreshoff; third, Arthur Chevrolet, Buick. Time, 5:37.

Five miles, under 160 cubic inches—Won by Ned McCormick, Herreshoff; second, Walter Emmons, Herreshoff. Time, 6:00½.

Second Day—Saturday, 23d.

As on the previous day, the Chevrolets again confiscated all but three events on Saturday, their victories being of the sure-thing order. Louis Chevrolet's star performance of the day was his mile record trial against Christie's mark of 54 seconds for the track. Despite the thick dust and ruts the Swiss daredevil hurled his beetle-shaped car around the oval in a reckless fashion that made the spectators gasp, but the best he could do was 0:55¾. In the handicap McCormick and his Herreshoff again proved too hard a nut to crack, and won in a sizzling finish, Hardesty in the Pullman and Arthur Chevrolet following in that order. Hardesty evened up things with McCormick by trimming him in the five miles for cars selling at \$1,201-\$1,650, and the latter again accounted for the final event, 5 miles for cars under 160 cubic inches.

The summaries:

Five miles, 161-230 class—Won by Louis Chevrolet, Buick; second, Ned Crane, Maxwell. Time, 6:11½. 5:45¾.

Five miles, 301-450 class—Won by Arthur Chevrolet, Buick; second, Louis Chevrolet, Buick. Time, 5:26¾.

Ten miles, 451-600 class—Won by Arthur Chevrolet, Buick; second, Louis Chevrolet, Buick. Time, 11:00¾.

Five miles, free-for-all—Won by Louis Chevrolet, Buick; second, Arthur Chevrolet, Buick. Time, 5:08.

Five miles handicap—Won by Ned McCormick, Herreshoff; second, H. P. Hardesty, Pullman; third, Arthur Chevrolet, Buick. Time, 5:18.

Five miles, stock chassis, \$1,201-\$1,650—Won by H. P. Hardesty, Pullman; second, Ned McCormick, Herreshoff; third, Walter Emmons, Herreshoff. Time, 5:49½.

Five miles, under 160 cubic inches—Won by Ned McCormick, Herreshoff; second, Walter Emmons, Herreshoff. Time, 6:39.