
The Story of the Race

This is a *collector's item* reprint of the original story of the 1909 Transcontinental Contest for the Guggenheim Trophy which was won by a Ford car. It is to commemorate the production of the 50 millionth Ford car on April 29, 1959.

Ford Motor Company

DETROIT, U. S. A.

BRANCHES

IN

Boston, Mass.	New York, N. Y.
Buffalo, N. Y.	Philadelphia, Pa.
Chicago, Ill.	St. Louis, Mo.
Cleveland, Ohio	Seattle, Wash.
Denver, Colo.	Paris, France
Detroit, Mich.	London, England
Kansas City, Mo.	Melbourne, Australia

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THE FORD MOTOR COMPANY OF CANADA, Ltd.

WALKERVILLE, ONTARIO

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The Story of the Race

How the Ford Car
Won the Transconti-
nental Contest *for the*
Guggenheim Trophy
Told by one of the
Crew on Ford Car
No. 1



The Winning Car and Crew

Ford Motor Company

Detroit, U. S. A.



THE GUGGENHEIM TROPHY
42 ins. high, cost \$3,500.00

The Story of the Race

In March of 1909 there came into the office of the Ford Motor Company an announcement of a contest to be run under the auspices of the Alaska-Yukon-Pacific Exposition. This contest or race, if you prefer, was to start from New York City and end in Seattle. There were no restrictions as to size or power of cars, no schedules to make it a joy ride for contestants, no limitations to handicap any entry. It looked like a splendid chance for a car to prove its superiority. Mr. Ford at once decided to enter and so advised the Committee in charge of arrangements.

A Race Full of Possibilities

It was expected not only by us but by those in charge, that the entry list would be large. Certainly no such chance had ever before been offered to prove the possibilities of the modern automobile. Here was no circular track event whereon a sudden short lived burst of speed on the part of a possibly inferior car could bring home some unworthy contestant a much



Hon. M. Robert Guggenheim

heralded winner. Unless the car was worthy, it would not finish. If the car were right, it could be expected to go through and any car that finished such a gruelling run would re-



The Start from New York

flect credit on the manufacturer. And what a chance it offered not only to prove the claims each manufacturer made for his car, but to bring out weak points in design and construction and so offer an opportunity to improve the product through actual knowledge of the needs as brought out in service. At least Mr. Ford so regarded it and his entry was influenced thereby.

At first this seemed to be the general opinion and a large entry appeared assured; at one time there were 35 cars promised. These promises went as far as promises could without resolving themselves into signed entries. But investigations began to bring to light facts regarding the difficulties of the trip. Stories of the gumbo mud of the central west, of the sands of Wyoming and Idaho, the mountains from Colorado west, of the snow in many of the passes, began to appear. The big

pathfinder out two months, was still on the way. Then the enthusiasm dwindled. Many manufacturers appeared to be glad that no actual entry had been made. The possible entrants decreased in number—at times it appeared as if the two Fords would have no competition. Mr. Ford had however, decided to make the run, race or no race, for here was his chance to prove that a light weight car, well built, was the right car for every day, all-kinds-of-road use. Now that the race is finished we do not blame anyone for withdrawing. None but a light car had any right to consider such a trip.

Then the Manufacturers Contest Association passed resolutions disapproving the contest on the grounds that it encouraged violation of the speed laws, and that the contest offered too much opportunity for rebuilding cars enroute. The rules were accordingly amended and a daily schedule as far west as St. Louis arranged. West of that the conditions of the roads would prevent speed law violations. The rules were also revised so as to insure against any chance of rebuilding



cars or replacing parts enroute. But these changes had no effect on the entry list. However, the contest had the sanction of the Auto-

mobile Club of America and this Club could not be induced to reconsider, though much influence was brought to bear upon it.

Opposition to the Race

No race ever run encountered one-tenth as much opposition as did this Trans-continental Contest for the M. Robert Guggenheim trophy. Ascribe it to whatever reason you desire—the ruling of the Manufacturers Contest Association, excess of business or a knowledge of the inability of the product to go through creditably. The actual starters were:—

No. 1—Ford Model "T"

Frank Kulick and H. B. Harper.

No. 2—Ford Model "T"

Bert Scott and C. J. Smith.

Each 4 cyl. 20 h. p., 1200 lbs.

No. 3—Stearns, Model 30-60

4 cyl. 46 h. p., 4600 lbs.

Started two days late owing to reported engine difficulty.



Ford Car No. 1

No. 4—Acme, 6 cyl. 48 h. p., 3500 lbs., \$4500.00.

No. 5—Shawmut, 4 cyl. 45 h. p., 4500 lbs., \$4500.00.

No. 6—Itala, 4 cyl. 50-60 h. p., app. 4000 lbs.



Ford Car No. 2

The Ford cars were assigned numbers 1 and 2, as they were the first cars to enter.

By referring to the map in the back of the book, it will be noted that there were 30 cities between New York and Seattle to which all cars must travel, there to receive passports. As long as all cars passed through all these cities, any route between could be followed.

From New York to St. Louis

The start was made at 3 P. M. June 1st from the City Hall, New York City. President Taft at Washington touched a golden key which simultaneously opened the Alaska-Yukon-Pacific Exposition at Seattle and started the race from New York. Mayor



Entering Cleveland

McClellan announced the start with a shot fired from a golden pistol. The race was on.

A Ford Model K 6-40 roadster had been selected as official pacemaker's car to St. Louis, and this car, driven by F. W. Teves and carrying Pacemaker John Gerrie, preceded the cars on this part of the journey.

By referring to the rules as printed on page 24 it will be noted that the first day's run terminated at Poughkeepsie—only 73 miles—but it lay in the mountains and the 3 hours and 40 minutes required to traverse that distance reflects credit on all the cars. The Ford car No. 1 arrived there with the Pacemaker—the other entrants all arrived within 20 minutes.

The run to St. Louis arranged by daily schedule passed without incident unless the

arrival of both the Fords together and from two to six hours in advance of any competitor at the various controls can be cited as interesting incidents.

Buffalo to Cleveland, 196 miles, was made by the two Ford cars in seven hours and 30 minutes, these cars passing all contestants and arriving at Cleveland one hour and 15 minutes ahead. Then leaving Cleveland, all contestants together and in the rain, the 125 miles to Toledo was a drive through the mud. Here the light Ford cars had the advantage, and arrived in Toledo ahead of schedule, the only cars to arrive on time and four hours ahead of the Shawmut, the next to arrive.

Quoting Pacemaker, John Gerrie:—

"The tenacity of the little Ford contestants was on eye-opener to me," said Mr. Gerrie. "Though I made the pace in a six cylinder car that took the grades as easily as the levels I found it impossible ever to get away from the midget competitors. On the famous Tribes Hill in the Mohawk Valley and the heartbreaking Camillus Hill near Syracuse, Ford car No. 2 actually beat the pacemaker to the top."

—*N. Y. Herald.*





B. W. Scott

But leaving St. Louis at 8 P. M. on June 6th inaugurated the real competition in the race. Across the state lay Kansas City. Most of the distance between the roads ran from bad to medium, for there had been a great deal of rain for some weeks previous. The two Fords arrived together—first by over two hours, having made

the run in 20 hours and 40 minutes, a new record for the run across the state.

Leaving Kansas City in the rain, we encountered an almost continuous spell of wet weather for several days. Every day we wore rubber coats and hip boots and pushed through mile after mile of mud. The monotony of this was frequently varied by having to ford a stream where the unusual rain fall had washed away the bridge. Often these swollen streams had beds of quicksand and the car striking them would instantly sink until the body resting on the sand prevented further settling. Then we thanked our lucky stars that we of the Ford crews were driving light cars. Where a heavy car had to resort to horses and a block and tackle, the two men in each Ford

car could pick up their car, place the wheels on planks and proceed across. In all this clinging, clayey mud, quicksand and wash-outs, neither Ford had to resort to outside power for assistance. They got out of every difficulty without calling for aid. This had quite a bearing on the winning of the race.



C. J. Smith

Number Two in the Ditch

Ford No. 2 had proceeded but a few miles out of Kansas City when an accident befell it which for a time seemed likely to put the car out of the race. About 11 P. M. on June 7th a heavy storm arose causing the crew of Ford No. 1 to cease operations until morning. Driver Scott in Ford No. 2 decided to push ahead and make Topeka. In the slippery mud the car skidded down a 14 foot embankment into a stream, throwing Scott and Smith into the water. There the car lay until morning when the other Ford car came along, helped pull Number 2 back on the road and then proceeded. The axle was badly bent, for the drop had been sudden. Taking it out, Scott and Smith walked three miles to a blacksmith shop, straightened the axle, returned, replaced it and started again. They were now six hours be-

hind. Ford 1 made Manhattan and Ellsworth first and there waited for Ford 2 and together the two Ford cars proceeded toward Denver.

And still it rained—not your ordinary showers, but hard pelting torrents when the heavens seemed to open and pour out their contents in floods. Roads ceased to be anything but mud trails and waterways. The fields provided better going than the highways. Mile after mile cross country made fast time impossible. In 15 hours on June 11th the two Ford cars covered 90 miles. Five inches of water fell June 10th and 11th.

Quicksand Opposition

35 miles east of Denver both Ford cars got into the quicksand in the bed of Sand Creek. We were 80 feet from shore and working in water up to our waists. If we had not had light cars, we might have been there yet, but with the aid of the roof of a deserted pig pen which roof we shoved under the wheels after lifting the back end of the car, we got both cars out and made Denver. Ford No. 2 was now in the lead but by only a few minutes.



The Ford No. 2 and the Shawmut left Denver together. The Ford made Cheyenne first by 45 minutes. The race was surely close.

Frank Kulick in charge of Ford No. 1 having in mind the hard going ahead had decided to go over every part of his car to make sure all was right. This put No. 1 third, about six hours behind at Cheyenne, Wyo.



It continued to rain. When it rains in Wyoming, it does not make much mud. It just pours down the mountain sides and cuts sluiceways across the road at intervals of about 50 feet. These ditches run about 18 inches deep and offer considerable difficulty to automobiles.

Faster Than Railroad Schedule

It was interesting, however, to compare the time we were able to make with railroad schedule. Leaving Cheyenne at 11 A. M. we noticed No. 3 the China-Japan fast mail on the Union Pacific just pulling out. Laramie is 57 miles west of Cheyenne. The schedule for this train calls for arrival at Laramie at 2:15 P. M. The train winds in and out around the mountains—the automobile road goes straight over them. We left with the train and it pulled away. Five times we met and the passengers displayed a continually increasing interest. They began to watch for us. We arrived in Laramie five minutes ahead of the train.



Rawlins, Wyo., was next and the Ford cars were now first and second. To get into Rawlins necessitated using the railroad ties for a mile, this including the approach to and the railroad bridge over the Platte River at Fort Steele. The track was not ballasted and the ties 15 to 18 inches apart. Our 30 inch wheels hit every separate tie a distinct and separate bump and each car came into Rawlins with a broken wheel. It delayed us twelve hours making repairs and we were now 2nd and 3rd.

At Granger Ford No. 2 was 25 minutes behind the Shawmut, having gained six hours. Ford No. 2 was first, however, to leave. Ford No. 1 was third, one hour behind.

Leaving the Old Route

Up to Granger, Wyo., the route had followed the path of previous transcontinentalists, but from this point the other trips had been made via the southern route across Utah and Nevada into California. This route had been considered easier than the northern one into Seattle on account of the mountains to be crossed. But our route was the northern so we left the old trail at Granger and started on that part of the trip which no automobile had before made without railroad aid.

At Opal all three cars met and a storm starting, all crews slept there until daybreak. At Kemmerer just as we finished breakfast, the Shawmut crew came into the lunch room. These but serve to show how close and exciting the race became from time to time. But Kemmerer was the last time Ford car No. 1 saw any competitor until the arrival in Seattle, and but for an accident at Cokeville, Wyo., to Ford No. 2, they too would have seen no competing car again until the finish.

Ford No. 1 in the Lead

By continuous riding Ford car No. 1 made Pocatello, Idaho, on June 17th at 2:30 A. M. If you want any excitement, try that run into Pocatello from Opal to Montpelier, and Montpelier to Pocatello after a heavy rain. If you do not get enough in the day time, try it after dark. But look out for Nugget and Bancroft Canyons. There are down grades there, several of them up to 1,000 feet in length, averaging 30% where the roadway in places is six inches wider than the car tread and a slip means dashing hundreds of feet onto the rocks below. But don't do it unless you have a good driver, a cool, steady, level headed man, for the excitement may be too great.



NEW YORK-SEATTLE CARS GO THROUGH

ITALIA HERE THIS NOON

Delayed in Chicago and Many Hours Behind Other Cars Going Through Yesterday

The automobile with the driver of the Italia, the car which was delayed in Chicago, is now in St. Louis. The car was delayed in Chicago because of a breakdown. The driver of the car, who is now in St. Louis, is expected to arrive in Chicago this afternoon.

SEATTLE RACER IN DENVER; MUD TO AUTO'S HUBS

Two Cars Are Mired in Eastern Colorado; Fourth Broken Down in Kansas

Location of Four Leading Cars

Ford No. 1 arrived in Denver at 10:30 a. m. Ford No. 2 is in the middle of the race. Ford No. 3 is in the middle of the race. Ford No. 4 is in the middle of the race.

The Ford No. 2 is in the middle of the race. The Ford No. 3 is in the middle of the race. The Ford No. 4 is in the middle of the race. The Ford No. 1 is in the middle of the race.

AUTO RACERS REST HERE

Two Cars and Driver of a Third in Cross-Continent Test Reach St. Louis.

MACHINE IN A MUDHOLE

Complain of Bad Roads, Rendering Extra Stop of Impossible—On Way Today.

St. Louis is now a center of interest that revolves about the ocean to ocean auto race which began at New York City in June 4, and is to end here tonight. The cars, which are now in St. Louis, are expected to arrive in Chicago this afternoon.

The car which was delayed in Chicago is now in St. Louis. The driver of the car, who is now in St. Louis, is expected to arrive in Chicago this afternoon.

FORDS ARE FIRST IN COAST-TO-COAST RACE

SMALLEST AUTOS AHEAD ON ARRIVAL HERE

Run Made From St. Louis in 21 Hours. Cars Leaving the East Missouri Line Last Night at 8:30.

Two Ford four-cylinder runabouts, the smallest cars in the coast-to-coast endurance race which started in New York one week ago today, arrived at the Baltimore hotel yesterday amid cheers for their expedition. They are slightly ahead of the other cars.

The cars are the standard model '27 four-cylinder 28-horsepower runabouts, weighing 1,350 pounds and said to be the only machines in the contest under 1,400 pounds. Mr. Harper, advertising manager of the Ford Motor Company of Detroit, was in charge of the first car. The second car is owned by Frank Kille and C. J. Smith, both of Detroit.

RUN FROM ST. LOUIS

The run was made from St. Louis in 21 hours, 20 minutes and 30 seconds. The cars left St. Louis at 8:30 p. m. and arrived in St. Louis at 11:30 a. m.

Mr. Harper, the Ford car's head, said that the cars were in good condition. The cars were in good condition. The cars were in good condition. The cars were in good condition.

A QUESTION OF SIZE

It is believed that the smaller cars will have an advantage in the race. The smaller cars will have an advantage in the race. The smaller cars will have an advantage in the race.

The longest endurance run was made two days ago when the cars were in St. Louis. The cars were in St. Louis. The cars were in St. Louis.

WITH AUTOISTS AT HOME AND ABROAD

OCEAN-TO-OCEAN RACERS PASS THROUGH CITY SATURDAY SUNDAY IN CHICAGO

Five entries stopped in to check in at other hotel after having run from St. Louis—Ford cars have lead.

Returned after a 12-hour stop in Chicago, five of the six entries in the coast-to-coast auto race arrived in Chicago this morning. The cars were in good condition. The cars were in good condition.

2 AUTOS IN OCEAN TO OCEAN RACE HAVE REACHED CHICAGO.

Ford Cars Check In on Schedule Time; Three Machines Are Late.

ESCORT SHOWS THE WAY

Contest Is Attracting Much Attention Throughout Country—Cars to St. Louis Next.

By Magneto. Promptly on schedule the two Ford cars which are now in the Chicago race arrived in Chicago this morning. The cars were in good condition. The cars were in good condition.

Lost

Ford No. 1 was now nine hours ahead and the car running better than ever. We began to plan on what to do with our money. We might better have saved our breath. For then did we pick up for a pilot, a "greaser" whose previous experience must have been largely confined to piloting schooners over the bar. He was sure bone-headed and he certainly proceeded to lose Ford car No. 1. He got us into the north end of the Great American Desert where we averaged four miles an hour. Then when we overcame this, he lost the road again and that night instead of hustling toward Boise, we slept in the sage bush out on the plain, *sans* gasoline and oil and 55 miles off the roads.

By the time we had walked three miles, pumped a hand car six more, flagged a passenger and proceeded to Shoshone, Idaho, for fuel and oil, then borrowed a car to carry it back and again started for Twin Falls, we had lost twenty-four hours.

Prizes to Scott

But Ford No. 2 was in the lead. The nearest competitor was temporarily broken down at Bancroft. Ford No. 2 made Boise first



and received one hundred dollars for that—it made Wieser, Idaho, first and Baker City, Oregon, and then Walla Walla, Wash. It received the silver cup offered by the "Western Motor Car" for the first car to enter the State of Washington. It made North Yakima



still further in the lead, crossed the dreaded snow covered Snoqualmie Pass and landed in Seattle at noon, June 23rd, 1909, the winner by seventeen hours, having covered the 4106 miles in 20 days, 52 minutes official time. The official time deducts the time spent in controls east of St. Louis.

All Luck of Ford Number One

Meantime the other Ford was racing west and making excellent time. It was gaining and looking for second place. We stopped for nothing now. Our car was running better than when we started. Each city reported us as gaining. We crossed the Blue Mountains and entered Walla Walla and we found we had passed our rivals and were again second—only the other Ford ahead. But it was never intended we should win. At Wallula we picked another bone-headed specimen for a pilot. This road juggler lost us in what is

known as the Horse Heaven Country, and when we should have been in Prosser, Washington, we were in Mottinger.

Any jury in the land would have brought in a verdict of justifiable homicide if we had followed our inclination in regard to the excess baggage that had hired out as pilot to us. We had to travel the ties on the S. P. and S. R. R. for eight miles to Plymouth. Part of the distance was through a tunnel dark as night and just wide enough for that single track. The road was entirely lost in the sand. In that country the sand drifts and blows with every puff of wind—a sand storm that was a veritable blizzard of sand had raged around us for hours. To have stopped anywhere on that desert for the night would have meant being buried in the sand. In places it had blown in piles as high as a three story building.

Ford Number Two Set on Fire

But we got out though another day had been lost and Ford No. 1 was again third. We made Prosser the next day and there learned that Ford No. 2 came close to being destroyed by fire. While filling with gasoline, some sport with less sense than is usually allotted even to those we coop up in asylums for the

weak-minded struck a match on the side of the tank. Fifteen gallons of gasoline and the major portion of the outfit were burned and the tank sprung a leak, causing considerable inconvenience for the balance of the journey.

Snoqualmie Pass

For weeks before the race we had been regaled with items concerning Snoqualmie Pass, the final stage of the journey. Report had it that perpetual snow lay deep on the roadway, snow from five to fifty feet in depth, snow that no automobile had ever surmounted. They told us how the Thomas sixty pathfinder had crossed on a flat car, how Mr. Guggenheim's big car had done likewise. We were almost as scared of that pass as must have been some of those entrants who failed to start. We of Ford No. 1 were pushing on with the hope that here we would again overtake our up to that time luckier competitors. Ford No. 2 was reported stuck in the pass, the Shawmut was said to be in the ditch. But it was not so. Just before we started the ascent we learned of Scott's safe and triumphal arrival in Seattle—at the summit we got word of the Shawmut's getting in.





Ford No. 1 leaves Shoshone, Ida.

We were on the top of the last difficulty. We had pushed through the snow with less trouble than we had expected. We would be in Seattle by four o'clock. When a rock hidden in the mud and snow sprang up to give us one last foul blow. For seven hours we worked on the top of the mountain up among the clouds remedying the trouble that rock had caused. At 5 P. M. we were going again. A half mile over the ties of the new "Milwaukee" railroad brought us to the down grade and ninety miles from the finish. The rest was easy.

One week later the Acme landed in Seattle, the Itala followed on a freight car and telegraphic inquiries revealed that the Stearns had never gotten out of New York State.

We finished 3rd but with the knowledge that Scott and Smith in the other Ford were first, and that with an even break in luck, Fords would have been first and second. The winner had covered 4106 miles of the hardest, toughest going imaginable, had made New York to Seattle in 29 days and 52 minutes official time and had thereby forcibly demonstrated the superiority of the Light Weight Ford for all sorts of road conditions.

The Winning Ford Making the Return Trip

On July 9th, after leaving the car at the Exposition for over two weeks, Bert Scott and C. J. Smith started back across the Continent in the car they so successfully piloted into Seattle. The return trip includes a journey south to San Francisco and Los Angeles, then following the Southern Pacific across Nevada and Utah at Grauger, strike the same road which they went West. No attempt at speed is being made—just such a tour as any man might take for the pleasure of it. They are combining vacation and business, stopping over where they see fit, calling on dealers enroute, and in various ways making a less strenuous trip than that which the race enforced.





Arrival

Rules of the Ocean to Ocean Contest.

RULE 1.

Each entrant, on leaving New York, will be provided with a passport containing the names and locations of the checking stations along the route. The checking official at these stations will vise these passports which must be turned into the committee at Seattle, while the crew must also sign a prepared card which they will mail to the referee. Contesting cars will be controlled between New York and St. Louis and six twelve hour control stations will be established at the following points, viz:—Poughkeepsie, Syracuse, Buffalo, Toledo, Chicago and St. Louis. The transcontinental record made by the winning car will be credited with the three days consumed by the control periods.

The following schedule, which has due regard for the speed laws of the various states, has been laid out and no contestant will be allowed to check out of the night control



On Exhibition

points before the advertised time. Any car which arrives at a control point late will not be allowed to leave until the control period of twelve hours has elapsed.

	Miles	Leave	June	Arrive
New York to				
Poughkeepsie ..	73	3 P.M.	1st	6 P.M.
Poughkeepsie to				
Syracuse	207	6 A.M.	2d	7 P.M.
Syracuse to				
Buffalo	150	7 A.M.	3d	5 P.M.
Buffalo to Toledo..	296	5 A.M.	4th	8 P.M.
Toledo to Chicago..	244	8 A.M.	5th	9 P.M.
Chicago to St.				
Louis	283	9 A.M.	6th	Midnight
Balance of route go as you please.				

RULE 2.

Any member of the crew of a contesting car who shall have ridden in that car continuously from New York may drive. Each competitor may have as many members in the crew as he may desire. No competitor can, however, add members to this crew after the start.

RULE 3.

There will be no observers on the cars. The Technical Committee of the Automobile Club of America will stamp the car before departure as follows:—The side numbers of the frame, front and rear axles, engine base and cylinders, transmission case and steering gear. The winning car must bear the stamps on arrival at Seattle. All other parts can be changed at will. Any contestant having to replace any of the above parts can continue in the contest and on arrival at Seattle will be awarded a certificate of performance. He will not be eligible for the prize, however.

RULE 4.

The entry fee for this race will be as follows:

For one car.....	\$350
For two cars of the same make and entered by the same owner.....	600
For three cars of the same make and entered by the same owner.....	750



The Crew at the Finish



Starting Back

\$100 for each additional car of the same make and entered by the same owner.

RULE 5.

The car first arriving at Seattle which has complied with the rules of the race and whose passports shall be found to be correct, will be declared to be the winner of the M. Robert Guggenheim \$3,500 trophy and the entrant will be presented with the trophy and with a cash prize of \$2,000 in gold. The entrant of the second car arriving at Seattle will receive \$1,500. The entrant of the third car arriving will receive \$1,000. The entrant of the fourth car arriving will receive \$500; and the entrant of the fifth car \$300. The third, fourth and fifth cash prizes, however, will not be given unless there are more than ten entries and unless they shall arrive at the finishing point within seven days of the arrival of the second car.

RULE 6.

At the option of any winner, plate will be substituted for cash in the various prizes.

RULE 7.

Entrants are warned to observe the speed regulations of the states, cities, towns and municipalities through which they pass.

RULE 8.

Any contestant seeking elucidation of these rules or instructions, should telegraph to the referee, whose decision shall be final.

RULE 9

No entry will be accepted after SATURDAY, MAY 15th, excepting those which have been delayed in the mails and which will show by postmark that they were mailed prior to that date.

RULE 10.

Foreign cars may be forwarded by the committee, which will pay the custom house charges and who will execute the bond covering the duty.

RULE 11

All points not mentioned in these rules shall be settled in accordance with the racing rules of the A. C. A., the committee having the right to introduce such modifications as subsequent events may, in its judgment, necessitate.

RULE 12.

The entrant must assume all expenses incidental to his participation and all liability for civil suits or damages by him or the crew of his car, and must agree that no liability shall attach to the promoters of the contest or their associates for any damages or injury that may occur to the car or the crew.

RULE 13.

No contestant can carry on his car, or use at any point during the race, wheels equipped with flanges suitable for traveling on railroad tracks. Checkers will be instructed to particularly look for violations of this rule.

Model T Specifications for 1910

MOTOR—4 cylinder, 4 cycle, vertical, 20 horse power, 3 $\frac{3}{4}$ in. bore, 4 in. stroke. Cylinders cast in one block with water jackets and upper half of crank case integral, water jacketed cylinder head detachable, fine grain gray iron castings.

VALVES—Extra large, all on left side and offset.

SHAFTS—Crank and cam non-welded drop forged heat treated Ford Vanadium steel, bearing surfaces ground, cams integral and ground.

CRANK CASE—Upper half integral with cylinder casting. Lower half pressed steel and extended to form lower housing for magneto and transmission.

COOLING—Thermo syphon and fan.

IGNITION—Ford magneto generator, low tension, direct connected to engine drive.

CARBURETOR—New design, float feed automatic with dash adjustment.

TRANSMISSION—New design Ford spur planetary, bathed in oil,—all gears from heat-treated Vanadium steel, silent and easy in action.

LUBRICATION—Combination splash and gravity system—simple and sure. Insures against insufficient or excessive lubrication.

CLUTCH—Multiple steel discs, operating in oil.

CONTROL—All speeds forward and reverse by foot pedals. Spark and throttle under steering wheel.

FINAL DRIVE—By cardon shaft with single universal joint to bevel drive gears in live



Touring Car - \$950.00



Tourabout - \$950.00



Roadster - \$900.00

All above prices include full Equipment



Coupe - \$1,050.00



Landulet - \$1,100.00



Town Car - \$1,200.00

**T h e
S t o r y
o f t h e
R a c e**
