

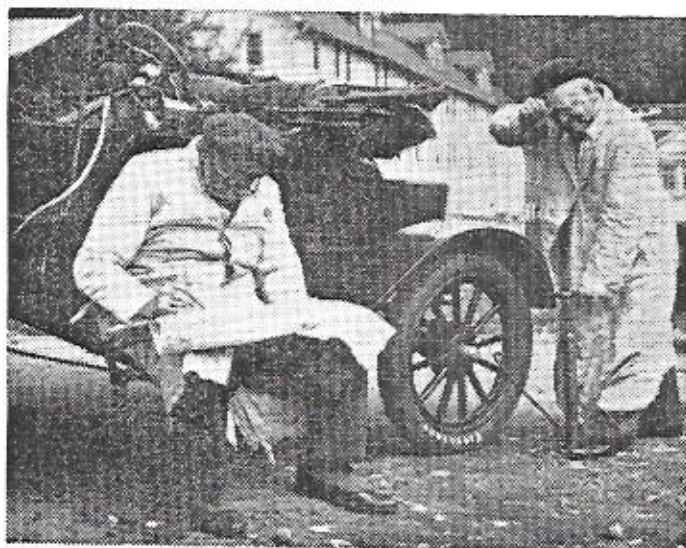
THE GETTYSBURG TIMES

LIMITED EDITION

GETTYSBURG, PA., SATURDAY, SEPTEMBER 24, 1949

NOT FOR SALE

1949 Glidden Tour Leaves Gettysburg Sunday



Colonel Augustus Post, who was on every one of the original Glidden Tours between 1904 and 1913, is shown above, seated with map on a 1910 Ford. His companion, Walter Matter, is shown perspiring over a tire pump.

Gov. Duff Welcomes Glidden Tour To Pennsylvania

Governor James H. Duff took official recognition of the 1949 Glidden Tour by addressing the following communication to Mr. George M. Hughes, Chairman of the Tour committee:

"I want to extend my sincere thanks for a safe and successful journey to each member of The Antique Automobile Club of America, The Veteran Motor Car Club of America and The Horseless Carriage Club participating in the historic Gettysburg to Williamsburg to Wilmington endurance tour.

"Also, please give my commendations to those responsible for the routing of the six-day tour for their excellent planning and thorough coverage of the historic shrines in this area which have played major roles in the formation of our national heritage.

"Again, to those participating in this historic event, my personal wish of good luck and God speed."

Welcome To Gettysburg

Gettysburg is proud to play host to the Antique Automobile Club of America, The Veteran Motor Car Club of America and The Horseless Carriage Club upon the occasion of its 1949 Glidden Tour. We are extremely happy that this historic community was selected as the starting point of this historic event. All of Gettysburg extends a warm welcome to the participants in this internationally famous tour. It is our sincere hope that your all-too-brief stay with us will be pleasant and memorable and that your six-day journey will be replete with enjoyable incidents, good driving, fine weather, warm hospitality and restful nights. It is our earnest wish that you return to Gettysburg for the beginning of your 1950 Tour.

Starting Point Was Used By Lincoln Before Delivering His "Gettysburg Address"

From historic Center square, in the heart of Gettysburg, the turning point of battle for the armies of the North and the South some 86 years ago, and from where the frock-coated Abraham Lincoln rode horseback to the Gettysburg National Cemetery to deliver his immortal Gettysburg Address, the 1949 Glidden Tour will move to another milestone of memorable motoring significance.

Tomorrow morning, Sunday, September 25, some 93 entrants in this well known event will depart on a six-day journey that will take them to Williamsburg, colonial capital of Virginia, Richmond, Annapolis and eventually to Wilmington, Delaware.

(Reprinted from the Gettysburg Times of July 12, 1909)

Autos Start Glidden Tour July 12, 1909

Detroit, July 12—With all the ceremony that befits so notable an event in automobile history, the sixth annual Glidden Tour, known officially as "The annual reliability contest of the American Automobile Association," was started today from the Campus Martius in this city. A large and enthusiastic assemblage, headed by the city officials, was on hand to see the 30 machines begin their tour of 2,637 miles.

The tour, which is primarily an endurance test of the cars engaged, will go by way of Chicago to Minneapolis, to Omaha, thence to Denver, and return to Kansas City, where it will disband. The distance must be covered in 15 days, exclusive of two days' rest in Minneapolis and two in Denver.

Owing to the rigid tests applied to the machines the Glidden tour is really a contest of manufacturers. They compete this year for three trophies—the Glidden, for touring cars, the Hower for runabouts and roadsters and the Detroit, for the miniature tonneau type of car. In addition, there are a few non-contestant participants and a few official cars. An exceedingly close watch is kept on each contestant by all of the others, and every flaw or default in the construction or running of the car is noted and penalized.

Driving their antique vehicles, most of them vintage of the early years of the century, these enthusiastic admirers of motoring pioneers annually revive memories of yesterday when men "dared" to recognize and advance the new theory in transportation.

All the entrants must "check out" of Gettysburg before 11 o'clock Sunday morning. The first day's trek will be to Luray, Va., 125 miles south of Gettysburg. Monday the participants will drive to Richmond, Va., a distance of 140 miles. Stops will be made at Charlottesville, home of Thomas Jefferson. Tuesday's schedule is a 50-mile ride to Williamsburg. The group will remain there two nights. On Thursday the touring motorists will proceed to Annapolis, home of the United States Naval Academy, a distance of 180 miles.

be the longest run of the tour. Friday morning the travelers cross Chesapeake Bay by ferry to the eastern shore of Maryland and then north to Wilmington for a final banquet in the Gold Room of the Du Pont hotel. Saturday morning the party proceeds to Devon, Pa., a distance of 28 miles, for the annual Fall Outing of the Antique Automobile Club of America.

Prizes will be awarded to various classes of cars participating in the Tour. Consideration will be given to distance car has been driven, performance of car in Tour, faithfulness of restoration and sportsmanship of driver.

(From Star and Sentinel of September 16, 1903)

70 CARS IN ONE CITY

"Allentown has 70 automobiles registered, a larger number in proportion to population than any other city in the state."

(Reprinted from The Gettysburg Times of August 21, 1909)

Pennsylvania Enacts Laws Regulating Operation Of Automobiles Back In 1909

With the determined movement of police officials in all parts of the country to stop the reckless driving of automobiles, and the recent steps which have been taken to correct the evils, a synopsis of the law of 1909 relating to automobiles may be of some use to those who have not taken time to read through the new act as passed by the recent legislature.

The Pennsylvania laws should not be overlooked and those which are a guide to the entire code are as follows:

Registration of cars not required until January 1, 1910.

Operators of cars licensed as heretofore until January 1, 1910.

Tags must be kept clean and fixed on car parallel with axles.

Beware Of Horses

Lamps.—Two lamps capable of throwing their rays 200 feet ahead of the car, and taillight near license number, must be lighted from one hour after sunset until one hour before sunrise.

Horn, bell or signal device must be sounded when necessary, or when overtaking or approaching another vehicle, horse, beast of burden or person walking upon the highway, and at such street or road crossings where the local authorities have

shall drive a motor vehicle at a rate of speed exceeding a mile in two and one-half minutes; providing the local authorities having charge of any of the highways may in dangerous congested or built up portions, place signs marked "danger, run slow" and at these places the limits shall not exceed the rate of a mile in five minutes.

Overtaking or meeting streetcars.—When overtaking or meeting streetcars which have stopped to



"Stop! The Glidden Tour is coming."

take on or discharge passengers the motor vehicle must not pass the streetcar on the side on which passengers get on or off until the car has started and any passengers who have alighted shall have gotten safely to the side of the street or road.

Determine Penalties

Non-residents of this commonwealth shall be exempt for a period of ten days from the provisions relating to registration if they have complied with the requirements of the laws of the state in which they reside, and display upon their motor vehicle number tags which indicate the state of which they are issued, and their register number; provided that the state of which they are residents extends similar privileges to residents of this state.

Penalties.—For driving a car while intoxicated, not less than \$100 nor more than \$300 or imprisonment for not more than one year, or both, and forfeiture of license.

Speeding.—Not less than \$10 nor more than \$25 for first offense, not less than \$25 nor more than \$50 for the second offense, and for the third offense not less than \$50. Driving without owner's consent, not more than \$100 or imprisonment not exceeding one year, or both.



"Just another Glidden flat."

Burgess Welcomes Glidden Tour

Gettysburg today welcomes the Glidden Tour, and those who will take part, starting Sunday morning, in this cavalcade of ancient motor vehicles, from Gettysburg to Williamsburg, Va., to Wilmington, Del.

Burgess C. A. Heiges, as official spokesman for the borough, today extended his greetings and welcomed the drivers and their passengers who will participate in the tour.

"Gettysburg is proud to have been selected by the Antique Automobile Club of America, the Veteran Motor Car Club of America and the Horseless Carriage club, as the starting point of the 1949 Glidden Tour," the burgess said.

"The town is yours, and we hope that you will enjoy every minute of your stay here. We know that you will receive new inspiration from the National Military Park and National Cemetery, and our other shrines of historic interest, and we hope that you will return again to Gettysburg.

"We await with much interest the start of the tour and the opportunity it gives us to view again the ancient models of early motor transportation which you will bring here with you. We trust that your tour will be enjoyable, and that you will experience none of the difficulties which sometimes beset the motorist of those earlier days.

"We say again, 'Welcome to Gettysburg, and Godspeed on your trip to Williamsburg.'"

(Reprinted from The Gettysburg Times of November 2, 1909)

Automobiles Bring "Good Business"

With the opening of November the tourist season is rapidly drawing to a close for this year. The season throughout has been one of the best which Gettysburg has ever had. A prominent businessman in discussing the business side of the summer months:

"We find the automobile trade bringing thousands here every year and they prove to be among the best people we get, so far as money-spending is concerned.

"There was a good steady trade all summer and with the exception of the years in which we had national guard encampments it was a record year."

Sprinkler Cart To "Lay Dust"

Police Officer Gordon today issued a warning that all speed laws and traffic regulations will be strictly enforced in Gettysburg Sunday. Any motorist driving faster than eight miles an hour will be subject to arrest.

Drivers were also warned that they must stop on approaching horse-drawn vehicles, and if necessary, assist the driver until the horse is led past the automobile. Chickens and other barnyard fowl should be kept cooped up Sunday.

Burgess H. S. Benner today issued orders to have several large stones protruding in Chambersburg street removed, and the village's sprinkler cart out early to "lay the dust."

The burgess pledged his cooperation to the Glidden Tour, although he said: "I don't think these new-fangled gas buggies will ever replace the horse."

(Reprinted from The Gettysburg Times of August 26, 1909)

To Oil Streets In Gettysburg

Several squares of Gettysburg streets are to be oiled within the next few days by a representative of the Atlantic Refining company, free of all expense to the borough. Permission was asked of the highway committee by the company, and those gentlemen willingly granted it.

As is generally known the purpose of oiling the streets is to do away with the dust nuisance. Representatives of the company claim that with two oilings a year, all sprinklings would be unnecessary, and that people living along those highways would avoid all of the discomfort of summer dust.

65 Barrels Of Oil

Sixty-five barrels of the oil have been received here, and it is expected that the work will be done the early part of next week. Several squares in the center of town will be used for the demonstration, and if all conditions are favorable, it is thought the first two squares on Baltimore street will be the ones chosen.

One side of the street will be roped off and oiled. This is allowed to remain unused for a day and a half, and the other side is then set aside for treatment, the first being ready for use after lying idle for 36 hours.

The purpose of the company in making the free demonstration is very apparent,—to induce the council to adopt the method on all streets in the town to do away with the dust and the necessity of sprinkling. The experiment has been tried in many other places and has proved successful.



"Oh, he's with the Glidden Tour."

posted signs bearing thereon "danger, blow your horn."

Operators have the same right to use the highways as any other drivers but when signalled to stop by any driver of any horse or any other animal, car must be stopped and if necessary, engine must be stopped until the danger has been avoided.

Injury to person or property.—In case of accident the operator must stop his car and if requested by person injured, or anyone accompanying him, give his name and address, and name of the owner of the car.

Set Speed Limit

Speed.—No person shall operate a motor vehicle upon the public highway recklessly or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic and use of highways so as not to endanger property or the life or limb of any person; and no person

(Reprinted from The Gettysburg Times of August 28, 1909)

Auto Is Chased Down Mountain

To be riding down a steep road in an automobile, and to be startled by seeing a steam roller weighing many tons, pulling a stone crusher and a water wagon, dashing madly after them, without a driver, and beyond control, was experienced by J. T. Clarkson, Hagerstown, and W. D. Clarkson, Waynesboro, on Friday.

J. T. Clarkson, who is a road contractor, had been engaged in repairing several roads in the Blue Ridge Summit section. The work was completed Friday and the outfit was started homeward. A man named Morgan was driving the roller.

W. D. Clarkson in his automobile, took his brother, J. P. Clarkson, out to meet the outfit and to see what progress was being made on the return trip.

Roller On Rampage

They came in sight of the outfit about a half mile above Rouzerville,



"I'm with the Glidden Tour. Fix it!"

at which place there is a steep and dangerous grade.

The machine appeared in good condition, and the occupants of the automobile turned and started down the pike some distance in front of the roller.

Suddenly a rumbling noise was heard and both, looking back, met a sight which temporarily dazed them. The outfit was running away and was rapidly coming upon them.

Realizing their great danger, W. D. Clarkson, who was driving the car, threw on power and fled from the approaching machinery.

The man Morgan, who was in charge of the roller, leaped from it when part of the machinery became broken, and allowed the outfit to dash away.

Over Embankment

For a distance of about 100 yards the outfit glided down the hill, when



(Reprinted from The Gettysburg Times of October 27, 1909)

48 Cars In New York To Atlanta Run Here

Forty-eight cars in the great automobile run from New York to Atlanta, with their 152 occupants arrived in town between 2 and 4 o'clock on Tuesday afternoon to spend the night here. Their arrival caused much interest in town and the autoists and their cars were seen by many during their stay here. The start at 7 o'clock this morning proved to be the most interesting feature so far as Gettysburg was concerned and many townspeople were on hand to see the cars get away.

Thus far not a single mishap worth speaking of had marred the trip. The cars all arrived in good condition and the tourists were clearly having a good time. Shortly after their arrival here, trips were made over the battlefield by many of the autoists, the remainder using their time to fill their oil and gasoline tanks, and to go over various parts of their machines. J. Warren Gilbert and Harry Gilbert conducted over the field those who cared to make the trip.

it left the turnpike and crashed down an embankment at the side of the road. It rolled down over the rocks, small trees, etc., until the final lodging place was in Red Run some hundreds of feet down the incline. Little remained but a tangled mass of wood and iron.

When the occupants of the automobile saw that the danger to them was over, they turned about to ascertain the damage to the outfit.

After a brief examination it was seen that the entire outfit was wrecked. It is not known if an effort will be made to gather the remains of this outfit or not. The loss is estimated at about \$3,000 by Mr. Clarkson.

No Muddy Ruts—No Choking Dust

Gettysburg, the town known 'round the world, is all keyed up in anticipation of the 1949 Glidden Tour, the motor trek from this historic Pennsylvania city to Williamsburg, the colonial capital of Virginia, and Wilmington, Del.

Many events of great historical importance have taken place here, where embattled soldiers of the North and the South fought in 1863, and where Abraham Lincoln gave to the world his "Gettysburg Address."

Around the battlefield and through the National cemetery have chugged automobiles similar to those which will leave here Sunday. They have carried many men of prominence, presidents, Civil war generals, governors, and distinguished foreign visitors.

Gettysburg remembers the trials and tribulations of earlier motoring days, when the cries "get out and get under," and "get a horse" were familiar to all who drove the new-fangled gas buggies.

From Gettysburg to Williamsburg, and from Williamsburg to Wilmington, there will be no muddy ruts, nor choking dust to lessen the joys of motoring. Nostalgic memories will be aroused. The tour will recall an era when life was simpler, even though motoring was not. Good Luck To The Glidden Tour.



"\$10 and costs for speeding eight miles an hour."

Firemen Ready For "Action"

Our brave fire laddies said today they plan to bring out the Silsby steam fire engine, "The General Meade," and place it on the square prior to the start of the Glidden Tour.

"Our fair community should be protected from the dangers of fire from these new-fangled monstrosities, the Stanley Steamers. We understand they are but a furnace on wheels and smoke and throw sparks in complete disregard of the life and limb of defenceless citizens, not to mention horses, and the constant danger of fire from these wheeled furnaces."

The fire chief said he felt, however, that after the tour had ended



"I've got my eye on the Glidden Tour."

the furor about automobiles would die down.

"It is just a fad," he said, "and will soon pass away. No one in his right mind would drive such dangerous things as automobiles in preference to a good sound winded safe horse."

(From Star and Sentinel, August 12, 1903)

EDISON MAKES GOOD

"Thomas A. Edison in a newspaper interview says he has solved the problem of the electric storage battery and that it will be the power of automobiles in the future. It will run 100 miles without charging. Edison has always been as good as his word."



FRESH EGGS, 12 CENTS A DOZEN

GROUND BEEF, 2 LBS., 25 CENTS

COFFEE, 10 CENTS A POUND, FRESHLY ROASTED

SODA CRACKERS, 5 CENTS A POUND

Tripe, Calves' Liver and Good Soup Bones for the Asking

We also carry complete lines of umbrella jars, toilet sets, clothes hampers, dinnerware, agate cooking utensils and tinware, garden seeds, harness of all kinds, also plows and harrows.

AT THE LEE-MEADE-LONGSTREET STORE

News Briefs

Washington, D. C. — President Harry S. Truman today commented on the Glidden Tour of new-fangled "automobiles" scheduled to start from Gettysburg Sunday. He said he refused to switch to the new means of locomotion stating, "I've gotten along all right so far riding a donkey, why should I change?"

Paris — Prime Minister Quetle, who has kept his government seat for the past year despite the turmoils, upsets and general bumpiness of French politics today was told of the Glidden Tour starting from Gettysburg. "The old car, she have no springs, no brakes, poor lights, and ze general antique-ness: Oui, I know just how zay feel."

London — Sir Stafford Cripps commented today on the British devaluation of the pound, noting "The austerity imposed on Great Britain



"Oh, my, here comes the Glidden Tour."

by the present conditions is nothing compared to that practiced by our brave cousins in America. It is reported that they have had to return to the Stanley Steamer for transportation. His majesty's government are convinced that since vehicles of such ancient vintage must be utilized there should be an excellent market for English make automobiles and

thus we should be in a better position in working for the Yankee dollar."

Moscow — Premier Joseph Stalin today termed the Glidden Tour scheduled to start from Gettysburg September 25 pale imitation of the original Glidden tour "started by the Russians." The original tour, said Stalin, was known as the Glidden and Slidinadich tour and began in Murmansk in 1897 with 107 vehicles taking part. Stalin said he had originally planned to have the members of the tour speak at Moscow today but that they had been liquidated by a clerical error.

Albany, N. Y. — Governor Thomas E. Dewey today expressed his regrets that he could not take part in the Glidden Tour leaving Gettysburg Sunday. "Judging by the results of my tour prior to last November I could have gotten much farther by taking part in the Glidden Tour," the governor said.

(Reprinted from The Gettysburg Times of October 14, 1909)

State Builds Road At \$9,500 Per Mile

At Wednesday afternoon's session of the convention of County Commissioners State Highway Commissioner Joseph W. Hunter, of Harrisburg, made an address showing the work of the state highway department during the past year. His report on the cost of building roads was especially interesting. He said that up to this time the state roads had cost on an average \$9,500 per mile. At the present time some brick roads are being made in Crawford county costing as much as \$17,000 per mile. Honorable Mr. Hunter was asked numerous questions by the members of the convention.

This miniature "Glidden Tour" edition of The Gettysburg Times was designed, compiled and edited by the editorial staff of The Gettysburg Times.

Roster Of Glidden Tour Entrants

No.	Name	Car	No.	Name	Car
1—	Leslie R. Henry, Havertown, Pa.	1915 Ford	48—	A. H. Kellogg-Clarke, Buffalo, N. Y.	1913 Pierce Arrow
2—	Earl S. Eckel, Washington, N. J.	1914 Stanley	49—	Robert W. Hayes, Unionville, Conn.	1922 Pierce Arrow
3—	M. J. Duryea, Long Meadow, Mass.	1924 Cadillac	50—	Leslie I. Taylor, Hartford, Conn.	1912 Hupmobile
4—	S. Howard Brown, Grantville, Pa.	1916 Ford	51—	Ralph Hulton, Birmingham, Mich.	1917 Stutz
5—	Robert S. Grier, New York, N. Y.	1906 Mercedes	52—	Laurence Stillwell, Honey Brook, Pa.	1914 Overland
6—	Hayden R. Shepley, Essex, Mass.	1916 Ford	53—	A. F. Tynan, Columbus, Ohio	1936 Cadillac
7—	E. J. Pinney, Springfield, Mass.	1916 Pierce Arrow	54—	William G. Daily, Atlantic City, N. J.	1922 Mercer
8—	Dr. H. R. W. Pinn, Jersey City, N. J.	1917 Pierce Arrow	55—	Henry Heinsohn, Northfield, N. J.	1911 Chalmers
9—	Charles G. Jackson, Mt. Vernon, Ohio	1920 Mercer	56—	James Melton, Westport, Conn.	1907 Rolls-Royce
10—	Arthur J. Anderson, Wellesley, Mass.	1922 Rolls-Royce	57—	W. C. Spear, Manchester, N. H.	1910 Simplex
11—	W. E. Swigart, Sr., Huntingdon, Pa.	1911 Winton	58—	Alec Ulman, Washington, D. C.	1912 Mercer
12—	W. E. Swigart, Jr., Huntingdon, Pa.	1912 Maxwell	59—	Austin Durk, Southampton, L. I., N. Y.	1916 Pierce Arrow
13—	Walter Matter, Hawley, Pa.	1910 Ford	60—	George Crittenden, Brookline 46, Mass.	1913 Chevrolet
14—	Kenneth Findlesen, Wyckoff, N. J.	1912 Cadillac	61—	Dr. W. B. Cleveland, Cleveland Heights, Ohio	1910 Stevens-Duryea
15—	Alexander Buchan, Midland Park, N. J.	1912 Ford	62—	Theodore B. Brooks, Wayne, Pa.	1911 White
16—	F. Howard Andrews, Pompton Lakes, N. J.	1914 Ford	63—	M. C. Chase, Meriden, Conn.	1911 White
17—	George M. Hughes (Chairman of Tour), Havertown, Pa.	1911 Winton	64—	James C. Sutton, Bristol, Pa.	1911 Renault
18—	D. Cameron Peck, Chicago, Ill.	1911 Winton	65—	L. E. Pamphilon, Yeadon, Pa.	1919 Stanley
19—	Charles E. Derrley, Jr., Abington, Pa.	1914 Stutz	66—	M. E. Minton, Red Bank, N. J.	1914 Dodge
20—	Robert C. Laurens, Wayne, Pa.	1911 Ford	67—	A. C. Baker, Battle Creek, Mich.	1909 Speedwell
21—	Warren G. Kraft, Hallis, N. Y.	1913 Pierce Arrow	68—	George C. Corson, Plymouth Meeting, Pa.	1911 White
22—	William R. Johnson, West Kingston, R. I.	1912 Buick	69—	J. H. Guest, Montreal, Quebec, Canada	? Knox
23—	John S. Riggs, Elmira, N. Y.	1923 Rolls-Royce	70—	J. H. Guest, Montreal, Quebec, Canada	1907 MacIntyre
24—	J. Bryon Hull, Hingham, Mass.	1911 Buick	71—	Burrows H. Gilbert, Buffalo, N. Y.	1903 Oldsmobile
25—	T. Clarence Marshall, Yorklyn, Del.	1915 Stanley Mountain Wagon	72—	Joseph J. Murchio, Greenwood Lake, N. Y.	1911 Cadillac
26—	Leroy Bengt, Yorklyn, Del.	1915 Stanley	73—	Vincent Galloni, Trenton, N. J.	1922 Mercer
27—	T. C. Marshall, Jr., Yorklyn, Del.	1914 Stanley	74—	Dr. John P. Miller, Stratford, Conn.	1907 White
28—	Paul M. Marvel, Lancaster, Pa.	1909 Jackson	75—	Stewart Cook, Red Bank, N. J.	1910 Pierce Arrow
29—	W. P. Snyder, III, Sewickley, Pa.	1912 Simplex	76—	William J. Ingler, Newark, Ohio	1930 Rolls-Royce
30—	Joseph B. Van Sciver, Jr., Philadelphia, Pa.	1909 Winton	77—	A. J. Koveleski, Scranton, Pa.	1914 Stutz
31—	Dr. J. Rice Moody, Newport, R. I.	1909 Cadillac	78—	L. F. Jungclas, Cincinnati, Ohio	1924 Rolls-Royce
32—	Samuel E. Baily, Bala-Cynwyd, Pa.	1909 Pierce Arrow	79—	Charles H. Sawyer, Cincinnati, N. Y.	1923 Rolls-Royce
33—	Louis Woodland, Ventnor, N. J.	1911 Packard	80—	Ruth E. Swihart, Cleveland, Ohio	1910 Garford
34—	William Rowland, Coatesville, Pa.	1916 Buick	81—	Walter D. Marr, Flint, Mich.	1915 Buick 12
35—	Roswell Moore, Berlin, Conn.	1919 Mercer	82—	J. Gordon McDonald, Ann Arbor, Mich.	1913 Hudson
36—	E. Whitney Snyder, Sewickley, Pa.	1917 Crane Simplex	83—	Paul Strother, Mount Sterling, Ken.	1912 Marmon
37—	Curtis L. Blake, Springfield, Mass.	1909 Mitchell	84—	John J. Mercer, Philadelphia, Pa.	1917 Dodge
38—	William W. Willock, Syosset, N. Y.	1911 White	85—	E. Paul DuPont, Montchanin, Del.	1928 DuPont
39—	Clarence Meyer, Dublin, Pa.	1904 Cadillac	86—	N. O. Geisinger, New Philadelphia, Ohio	1912 Buick
40—	Maxwell Brown, Staten Island, N. Y.	1930 Ford	87—	John M. Roberts, III, Pittsburgh, Pa.	1913 Simplex
41—	Everett M. Dickinson, Boston, Mass.	1916 Pathfinder	88—	William D. Roberts, Pittsburgh, Pa.	1923 Rolls-Royce
42—	Leo Peters, New Hyde Park, N. Y.	1912 Buick	89—	Kimball A. Loring, Boston, Mass.	1911 Maxwell
43—	Briggs S. Cunningham, Fairfield, Conn.	1910 American Underslung	90—	C. E. Simmons, Washington, D. C.	1922 Stanley
44—	Briggs S. Cunningham, Fairfield, Conn.	1917 Pierce Arrow	91—	Alexis I. DuPont, Montchanin, Del.	1916 Indian Motorcycle
45—	Ralph Buckley, Absecon, N. J.	1922 Mercer	92—	Maurice A. Posten, Greenwood Lake, N. Y.	1918 Maxwell
46—	Norris W. Crosby, Pearl River, N. Y.	1915 Ford	93—	Herbert Hiers, Granville, Mass.	1918 Maxwell
47—	A. B. Garganigo, Princeton, Mass.	1901 Oldsmobile			