



TRACY MAKING THE FASTEST ROUND OF THE ENTIRE RACE, ATTAINING A SPEED OF OVER A HUNDRED MILES PER HOUR.

TRACY'S UNLUCKY SKID AT EAST NORWICH TURN

By HARRY W. PERRY.

IF it was with the expectation of seeing something exciting that the 3,000 spectators gathered at the East Norwich turn and persistently crowded far out into the road, despite all efforts to restrain them, they were sufficiently appeased when, in his seventh round, Tracy's car skidded and struck two of the on-lookers, causing the second most serious accident of the day, and by a miracle just missed causing several fatalities. As it swung out the car knocked down a boy and the rough, steel-studded tread of the rear wheel ground across his legs, almost severing the left foot from the leg just above the ankle.

The same wide sweep also caught two men, one of whom was knocked down, while the other was lifted bodily into the air and tossed about fifteen feet, landing in the grass plot in front of the crossroads hotel on the outer side of the turn. Neither man was seriously injured, but the boy was quickly taken in an ambulance to Oyster Bay, on the north shore of the island about two miles from East Norwich, and placed aboard a boat, on which he was taken to his home in Norwalk, Conn., across the Long Island Sound. His name is Ralph Baldwin, and he is fourteen years of age. He was accompanied throughout by his father, Dr. Baldwin. Neither father nor son is personally known to Tracy, but Tracy called the father up by telephone on Sunday and learned that the boy was doing well, and that, although the surgeons had wanted to amputate both feet, the family had refused.

Throughout the race Tracy was one of the most cautious in taking the corner, slowing down to a touring speed and shaving the angle close to the concrete platform in front of the general store at the inner angle of the turn, but in the seventh lap he ran down to the turn faster than usual and when the brakes were applied quickly the rear wheels skidded in the loose gravel and the end of the car slewed far out. It is not true, as was reported, that the car failed to make the turn and shot on up the Oyster Bay road. The accident was due wholly to the obstinacy of the spectators in pushing out on the course. But after this accident it was easier for the two policemen in city uniforms and the flagmen to keep the people back.

Immediately after the accident Tracy stopped at the Diamond tire station, which had been located one hundred yards beyond the turn on the North Hempstead turnpike, and had the men turn a reversed spring shackle that had been turned while bounding over the Jericho turnpike a few minutes before. These misfortunes to the American favorite, together with the accident to Shepard's car and the report of the fatality at Krug's Corner of which he had been the innocent author, tinged all interest in the

contest with feelings of sympathy and commiseration for both men. When, in the second round, Tracy had to stop at the tire stand and lose ten minutes while a right front tire was put on to replace one from which the steel-studded rubber tread had been stripped in making the turn, it was recognized that the chances of the man and car that had been picked to make a good showing for America were seriously imperiled.

In the sixth lap Shepard's Hotchkiss car rounded the turn apparently all right, but came to a stop directly in front of a telephone pole about an eighth of a mile beyond the corner. It lay on the inside of a long, curving descent close to the side of the road and, with the crowd gathered about it, presented possibilities of an accident that fortunately did not happen. While Shepard went back to the corner to telephone a report of the accident to the car, his big French mechanic stood disconsolately beside the machine with one of the helpers from the Hotchkiss station, which had been located alongside of the road just at the rear of the general store on the corner. So slight a thing as the stripping of the threads on a bolt in a connecting rod had permanently put the French car and its American driver out of the race after it had run in fourth position for five rounds. Coming loose, the connecting rod had dropped down and poked a hole in the crankcase. The crankshaft, however, was not broken. Shepard appeared very listless after learning of the fatal result of his accident at Krug's Corner, and wandered about East Norwich until the end of the race without taking further interest in it. He had stopped for adjustments and supplies twice during the race at the Hotchkiss stand.

Wagner lost the non-skid tread from the left rear wheel of his Darracq on his seventh lap. It occurred half a mile west of East Norwich, right at the top of a rise where the straightaway began. It was there that the drivers opened up their cars for the long, straight stretch where they made their fastest time. Evidently the right-angle turn in the village and the sinuous descent in going out of it had loosened the tread. Suddenly there was a ripping sound, followed by two sharp slapping cracks and the tread with its studs shot a dozen feet into the air above the car, writhing like a snake. The driver and mechanic looked back, but the car did not slacken speed.

Interest in the contest did not wane at East Norwich until the yellow flags were ordered displayed to stop the race, for no one could tell whether Wagner, Lancia or Duray had won, as their elapsed times at the grandstand were unknown until the announcement finally came over the wire.