

## Port Jefferson Climb Has Big Entry List

Ralph De Palma, the intrepid Brooklyn racing driver, added another victory to his long string on Saturday, June 25, when he won the feature event—the free-for-all—of the first annual hill climbing contest of Port Jefferson (L. I.) Automobile Club at Port Jefferson, N. Y. De Palma at the wheel of Edward W. C. Arnold's 190 hp. Fiat skimmed up the 2,000 feet course in 20.48 seconds. Caleb Bragg, the amateur driver, was second in the free-for-all with his own Fiat, his time being 21.30 seconds. Fred Belcher in a Knox was third in 27.61 seconds.

While the event was the first of its kind ever held by the Port Jefferson Club, it had one of the largest entry lists of the season, sixty-seven cars being nominated to participate in the 16 events that comprised the program. The contests attracted considerable attention in motoring circles on Long Island and more than 2,000 persons witnessed the climb. Most of these people went to the scene of the contest in automobiles and there were quite a few cars parked in the vicinity. The hill, which is 2,000 feet long, starts at the main street of the town and reaches its highest elevation opposite the entrance of the Belle Terre club house. The average grade of the hill is 10 per cent., but right near the finish the incline becomes steeper and is, approximately, 15 per cent.

The course was in excellent shape, and only two slight turns interrupted the upward rush of the cars and their drivers. The first of these turns is about one-quarter way up the hill, while the other is near the finish line. Both of these turns were banked and the drivers had little difficulty negotiating them. When Caleb Bragg in his Fiat came thundering up the course in the free-for-all, he gave a sensational exhibition of driving in taking the second turn. His car was going at such a pace that it did not answer to the touch of the driver at first and headed for the ditch at the side of the road. Bragg gave another twist of the wheel, and the big machine righted itself in a cloud of dust and shot up the hill. It was a narrow escape and the crowd showed its approval of the driver's pluck with a generous round of applause.

Fifty deputy sheriffs under the orders of the Sheriff of Suffolk County were on hand

to patrol the course, but their task was an easy one as the crowd was content to remain on the short hills that bank the road. A grand stand was erected about three-quarters of the way up the hill, but few spectators occupied it. Another novelty supplied by the Club was a brass band, which rendered popular selections while the program was being run off.

The first contest was scheduled to start at 10 o'clock, and promptly at that hour Starter Fred Wagner had the cars lined up and ready to send up the hill. From the start until the last car had been sent over the course nothing occurred to mar the regularity with which the contestants were sent off, and it was mainly through the work of Wagner that the long program was finished shortly after one o'clock.

Gasolene stock cars selling for \$800 or under were first to be started. The first event was monopolized by little Hupmobiles, and the one driven by D. M. Bellman proved the fastest, covering the course in 1 minute 10.07 seconds. A. C. Dam was second in 1 minute 12.22 seconds, while E. B. Libbey was third. Event two was closed to gasolene stock cars selling between \$801 and \$1,200, and a Ford, driven by W. Blair, was the winner in 44.57 seconds, with an Oakland acting as runner up in 47.35 seconds. Charles Jones, in a Buick, was third, and another Ford was fourth.

Joe Taylor at the wheel of a Correja won the third event, open to gasolene stock cars selling from \$1,201 to \$1,600, by a margin of over 7 seconds from Charles Jones in a Buick. Taylor's time was 36.24 seconds. An Everett was third and a Jackson fourth. Five cars were entered in Event 4, which was for gasolene stock cars selling between \$1,601 and \$2,000, and a Buick with Phil Hines at the wheel, was the winner. His time was 31.36 seconds, 2.03 seconds better than that of the second car, a Marion, with H. Cassidy driving. Bauer's Oakland was third; a Buick fourth, and a Velie fifth.

A Knox, driven by Fred Belcher, was the fastest in Event 5, for gasolene stock cars selling for \$1,001 to \$3,000, its time being 30.46 seconds, 2.45 seconds better than that made by the second car, a National, with C.

N. Rutherford acting as pilot. A Chalmers, driven by Schenck Bergen, was third, with another Chalmers, driven by Clair Foster, in the fourth place and a Palmer-Singer fifth. There were only two cars in Event 6, for cars costing between \$3,001 and \$4,000 and J. A. Turner's Matheson was the quickest, covering the course in 35.93 seconds. A Thomas, driven by W. M. Jones, was the other car and its time was 47.13 seconds.

The big cars were in the next event, that

Columbia (J. R. Kirkpatrick), 29.30 seconds; Züst (Jules Devigne), 32.97 seconds; Stearns (Kingsley Swan), 37.91 seconds; Only Car (W. D. Sleat), 40.29 seconds.

H. L. Holt, Pope-Hartford, won Event 8-A, for cars of 161 to 300 cubic inches piston displacement, and A. Ferguson had a walkover in Event 8-B. Fred Belcher, in a Knox, was the star of Event 9, covering the hill in 21.60 seconds, with a Jackson second. This event was closed to gasolene stock chassis with a



SIGNALLING THE APPROACH OF A CAR

for cars costing \$4,000 or over. Stanley Martin, at the wheel of a Houpt-Rockwell, finished first in 33.95 seconds, with a Züst, driven by Jules Devigne, in second place, in 36 seconds. A Stearns, with Kingsley Swan at the wheel, was third, and Fred Belcher, Knox, fourth.

The main event of the program, the free-for-all, was contested next and as the high powered cars were entered the spectators awaited the running of this race for the Belle Terre Cup with expectancy. De Palma's Fiat was first, with Bragg's same make of car second. Belcher, in a Knox, was third, and the times of the other cars were as follows: Chalmers (Clair Foster), 30.08 seconds; Knox (L. A. Disbrow), 30.64 seconds; National (C. M. Rutherford), 30.80 seconds;

piston displacement ranging from 301 to 450 cubic inches. Louis Disbrow, driving Mrs. Cuneo's Knox Giantess, was the winner of Event 10, open to gasolene stock chassis, 451 to 600 cubic inches piston displacement. His time was 31.09 seconds. A Züst, with R. C. Vandeventer at the wheel, was second in 32.14 seconds.

Event 13 was for amateur drivers piloting cars in Class B, selling from \$1,001 to \$2,000, and C. M. Rutherford, with a National, made the fastest time, 31.84 seconds. The following event was closed to amateur drivers living within five miles of Port Jefferson, and of the two cars entered in the event, the Knox, driven by W. J. Fallon, was the quickest. Its time was 56.69 seconds. The other car, a Jackson, driven by Richard Dyett, was timed,

in 1 minute 2.72 seconds. The final event on the program was for members of the Long Island Automobile Club and the Crescent Athletic Club, and a cup was donated for the winner of this event by A. R. Pardington. Kingsley Swan piloted his Stearns up the hill in 36.93 seconds, and won the event, the only other entrant, a Buick, H. A. Trim at the wheel, consuming 52.21 seconds covering the 2,000 feet.

Mayor William J. Gaynor, of New York, was down on the program to act as one of the judges, but he did not make an appearance. The timing was done by a Warner electrical timing device operated by A. G. Intereiden and W. C. Poertner. The summaries:

Event 1.—Gasolene stock cars \$800 or under—Won by Hupmobile (Bellman), 1 min. 10.07 sec.; second, Hupmobile (Dam), 1 min. 12.22 sec.; third, Hupmobile (Libbey), 1 min. 15.09 sec.

Event 2.—Gasolene stock cars, \$801 to \$1,200—Won by Buick (Jones), 53.08 sec.; second, Ford (Bishop), 53.76 sec.; third, Ford (Blair), 44.57 sec.; fourth, Oakland (Bauer), 47.35 sec.

Event 3.—Gasolene stock cars, \$1,201 to \$1,600—Won by Correja (Taylor), 36.24 sec.; second, Buick (Jones), 43.62 sec.; third, Everett (Dam), 47.75 sec.; fourth, Jackson (Dyett), 1 min. 13.54 sec.

Event 4.—Gasolene stock cars, \$1,601 to \$2,000—Won by Buick (Hines), 31.36 sec.; second, Marion (Cassidy), 43.39 sec.; third, Oakland (Bauer), 43.49 sec.; fourth, Buick (Nafis), 44.45 sec.; fifth, Velie (Vandeventer), 45.20 sec.

Event 5.—Gasolene stock cars, \$2,001 to \$3,000—Won by Knox (Belcher), 30.46 sec.; second, National (Rutherford), 32.91 sec.; third, 35.10 sec.; fourth, Chalmers (Foster), 35.56 sec.; fifth, Palmer-Singer (Rice), 45.44 sec.

Event 6.—Gasolene stock cars, \$3,001 to \$4,000—Won by Matheson (Turner), 35.93 sec.; second, Thomas (Jones), 47.13 sec.

Event 7.—Gasolene stock cars, \$4,000 or over—Won by Houpt-Rockwell (Martin), 33.95 sec.; second, Zust (Devigne), 36 sec.; third, Stearns (Swan), 36.42 sec.; fourth, Knox (Belcher), 37.25 sec.

Event 8.—Free-for-all—Won by Fiat (De Palma), 20.58 sec.; second, Fiat (Bragg), 21.30 sec.; third, Knox (Belcher), 27.61 sec.; fourth, Columbia (Kirkpatrick), 29.30 sec.; fifth, Chalmers (Foster), 30.08 sec.; sixth, Knox (Disbrow), 30.64 sec.; seventh, National (Rutherford), 30.80 sec.; eighth, Zust (Devigne), 32.97 sec.; ninth, Stearns (Swan), 37.91 sec.; tenth, Only Car (Sloat), 40.29 sec.

Event 8-A.—161 to 300 cubic inches piston displacement—Won by Pope-Hartford (Holt), 32.32 sec.; second, Correja (Taylor), 32.44 sec.; third, Pope-Hartford (d'Ziuba), 33.04 sec.; fourth, S.P.O. (Horton), 33.98 sec.; fifth, S. P. O. (Juhasy), 35.33 sec.; sixth, Buick (Jones), 37.91 sec.; seventh,

Knox (Ruland), 56.56 sec.; eighth, Corbin (Tucker), 1 min. 14.27 sec.

Event 8-B.—Won by Lancia (Ferguson), 40.85 sec.

Event 9.—Gasolene stock chassis, 301 to 450 cubic inches displacement—Won by Knox (Belcher), 28.60 sec.; second, Jackson (Hutcheson), 30.81 sec.; third, National (Rutherford), 31.35 sec.; fourth, Berkshire (Clapp), 32.56 sec.; fifth, Zust (Pisani), 32.66 sec.; sixth, Chalmers (Bell), 33.76 sec.; seventh, Chalmers (Bergen), 33.84 sec.; eighth, Velie (Vandeventer), 38.92 sec.

Event 10.—Gasolene stock chassis, 451 to 600 cubic inches piston displacement—Won by Knox (Disbrow), 31.09 sec.; second, Zust (Devigne), 32.14 sec.

Event 12.—For amateurs—Won by Velie (Vandeventer), 39.55 sec.; second, Jackson (Dyett), 1 min. 5.24 sec.

Event 13.—For amateurs. Class C., for cars selling for \$2,000 or over—Won by National (Rutherford), 31.84 sec.; second, National (Codard), 36.35 sec.; third, Chalmers (Bell), 37.22 sec.; fourth, Lancia (Ferguson), 39.62 sec.; fifth, Knox (Hawkins), 1 min. 36.58 sec.

Event 14.—For amateurs. Limited to cars owned by residents of Port Jefferson and a radius of five miles from Ardenraig Inn in said village—Won by Knox (Fallon), 56.69 sec.; second, Jackson (Dyett), 1 min. 2.72 sec.

Event 15.—For amateurs. Limited to cars owned by members of the Long Island Automobile Club and the Crescent Athletic Club—Won by Stearns (Swan), 36.93 sec.; second, Buick (Trim), 52.21 sec.

### Three Contests in One

When the Motor Racing Association holds its second twenty-four-hour race of the season at the Brighton Beach track, on July 15 and 16, the event will be run under new conditions and will be virtually three events instead of one.

Under the new ruling of the A. A. A. Contest Committee, the sanction for the race specifies that it shall be held under "Class C.," which has three subdivisions according to piston displacement. In each of these subdivisions a special prize is to be given by the Motor Racing Association for the twenty-four hour race at the beach, starting at 9 o'clock on the evening of July 15. All the cars in all the divisions will be started together exactly as in a single race. There will be as keen competitions to win the division prizes as there will be to win the grand prize offered for the car that travels the greatest distance in all the divisions.

The decision to hold the division races practically assures the limit of twelve starters in the contest as a whole.