

## CHEVROLET DRIVES 70 M. P. H. IN LONG ISLAND DERBY

RIVERHEAD, L. I., Sept. 29—The Long Island Stock Chassis Derby is now history, marred by one fatality and noted for its exceptional demonstration of speed. Louis Chevrolet in his victory in class 4 with the 30-horsepower Buick, traveled at a speed which was close to 70 miles per hour, this being the greatest sustained flight ever accomplished in an American road race.

The event for big cars was taken by Ralph DePalma, a driver of established reputation, whose Fiat outlasted its opponent and covered the 227.5 miles at a pace of 63.35 miles per hour. It was during this session of the race that Herb Lytle, a driver of long experience besprinkled with numerous close calls, skidded and overturned at a bend in the road, seriously injuring himself, while his mechanic died as a result of the unfortunate affair, very shortly after the accident happened.

Unquestioned interest existed in class 5—\$851 to \$1,250—which resulted in a double victory for the new Maxwell Q. The winning car went the 91 miles in 53.9 M.P.H., with the second Maxwell not far behind.

Despite the ideal fall weather, the attendance was small, though there was splendid racing. Fifty per cent. of the profit was to have been divided among the winning drivers, who were represented by George Robertson. Unfortunately, there will be a deficit instead of a profit, and, of course, all that the drivers will get will be the cups won in their respective classes.

The timing was taken care of by A. P. Warner's time-recording instrument, presided over by the inventor himself, assisted by the members of the New York Timers' Club.

Suffolk County, which adjoins Nassau County, scene of the Vanderbilt Cup races, wanted an automobile contest, and so indefatigable Senator Morgan was prevailed upon to assume the burden of its conduct. A 22¾-mile triangular course was laid out with two 9-mile stretches, and the grand stand located a couple of miles from Riverhead, which had been the storm center of the miniature Vanderbilt. Proceeding thence easterly along the shore of Great Peconic Bay to Mattituck, a sharp turn and a westerly road led along the shore of Long Island Sound to Centerville. From there a three-mile straightaway led past the grand stand, located midway between Riverhead and Centerville.

Five classes, arranged according to price and not piston displacement, were provided for, the sum total of starters being 15, divided as follows:

	Car	Driver
\$4,001 and over.....	Rainier .....	Disbrow
	Mercedes .....	Armstrong
	Flat .....	DePalma
\$3,001 to \$4,000.....	Rainier .....	Lund
	American .....	Hughes
\$2,001 to \$3,000.....	Palmer & Singer.....	Lescault
\$1,251 to \$2,000.....	Sharp Arrow.....	Sharp
	Chalmers-Detroit .....	Droge
	Buick .....	Chevrolet
	Buick .....	Burman
\$851 to \$1,250.....	Maxwell .....	See
	Buick .....	Finch
	Maxwell .....	Doorley
	Maxwell .....	Costello
	Overland .....	Riess

It was anticipated that the big Mercedes, once the property of W. K. Vanderbilt, Jr., and now owned by candy-maker Loft, would supply the most plentiful speed, which it did with an opening round in 19:01, a race approaching 65 miles per hour. De Palma's Fiat did the circuit in 22:12. Anxiously Lytle was waited for, but came not, and the meager report finally arrived that the Apperson had met with disaster and turned over near Mattituck. Disheartening news ultimately came that both Lytle and Bates were badly injured, the latter fatally. A skid from the partially-crowned road at a bend while traveling at top speed, was the only explanation of the accident which included colliding with a telephone pole. Physicians were quickly summoned but Bates was beyond aid, though an examination of Lytle resulted in the report that his recovery was almost certain.

During its second round the big Mercedes had an innings of tire troubles which made frequent replacement necessary and gave the lead temporarily to Disbrow's Rainier. In the third lap, the German-built car came back with 18:49, which made a lead of over a minute on De Palma's Fiat. In the next whirl, the Italian closed up some of the gap, the two being only 23 seconds apart. In the fifth lap the Mercedes had engine difficulty which caused the passing by the Fiat.

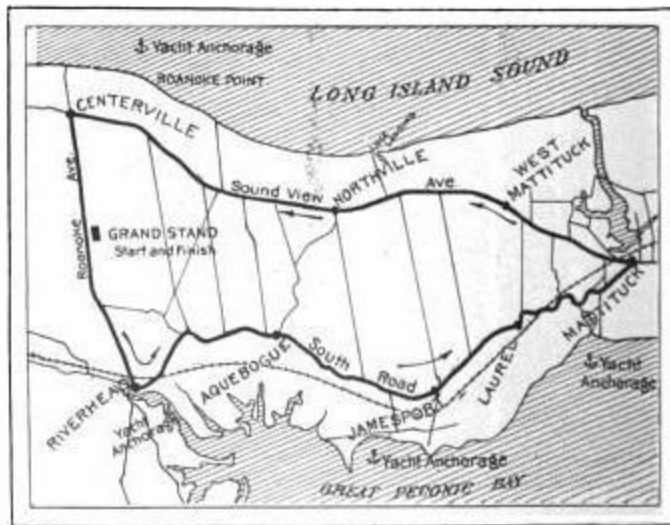
News of the Apperson catastrophe reached the grand stand just as the ailing Mercedes drew alongside its pit. Mrs. George W. Loft had been much upset by the information, and making her way to the car directed that it be withdrawn at once. Barring unusual trouble, this left the Fiat apparently a sure-enough winner, for the others were a long ways behind.

While the big cars were going the greatest distance, the smaller classes were having some interesting fights. In Class 4 the Buick of Chevrolet evolved as the startling winner at a pace which averaged 70 miles per hour. Burman, with another Buick, figured as the runner-up, though only 10 seconds behind.

In Class 2, Lescault's Palmer & Singer proved a winner practically unopposed, its opponent, the American driven by Hughes failing to make much of a fight, owing to cooling difficulties.

The only contestant in Class 3, W. H. Sharp's Arrow, driven by its maker, supplied an average of 63.6 miles per hour, which was an exceptionally good performance.

In Class 5, the littlest fellows of the race, the two Maxwells, captured the first two places, Arthur See's Model Q going the route in 53.9 miles per hour. J. Finch's Buick ran third.



Map of Long Island Derby Course—22.75 Miles

It was a scantily covered stand that saw the start at 9 o'clock, though the parking place contained several hundred cars. Around the course the spectators numbered thousands, to watch the passing of the speed craft without expense.

Lund's Rainier was protested in the matter of price in Class 2, and while the case will go to the A.A.A. contest board, the car was transferred to Class 1, and its time taken for both 10 and 8 laps.