

June 6, 1918

Ralph De Palma Wins Harkness Race

Drives His Packard 100 Miles In 58:21—Milton Finishes Second and Oldfield Third

HARKNESS TROPHY RACE, 100 MILES

Driver and Car	Time	Handicap
Ralph De Palma (Packard)	58:21	1:01
Tom Milton (Duesenberg)	58:31	2:05
Barney Oldfield (Gld. Sub.)	59:20 1/5	2:10
Ed Hearne (Frontenac)	1:00:52	2:12
Denny Hickey (Hudson)	1:01:40 4/5	2:10
Osar Toft (Miller)	1:03:23	2:35
Louis Chevrolet (Frontenac)	1:03:35	Scratch
I. P. Fetterman (Peerless)	1:04:40	4:00

FUTURITY HANDICAP

First Heat

Driver and Car	Time
Ralph Mulford (Frontenac)	6:10 2/5
Tom Milton (Duesenberg)
Jack Le Cain (De Lage)

Second Heat

Dario Resta (Resta)	6:07
Ed Hearne (Duesenberg)
Louis Chevrolet (Frontenac)

Final Heat

Louis Chevrolet (Frontenac)	5:57 2/5
Ed Hearne (Duesenberg)
Dario Resta (Resta)
Tom Milton (Duesenberg)

SHEEPSHEAD BAY SPEEDWAY, June 1—Ralph De Palma, driving a Packard, won the Harkness Trophy race to-day, finishing the 100 miles in 58:21, at the rate of a little better than 102 miles an hour. Tom Milton, at the wheel of a Duesenberg, came in second, just 10 seconds behind De Palma, and Barney Oldfield, in his Golden Submarine, finished third, 49 sec. after Milton. Resta, driving a car of his own design, was eliminated in the fifty-fourth mile with a broken piston, and Louis Chevrolet, who drove a Frontenac, had so much tire trouble that he was not a serious contender and finished seventh. Ralph Mulford went out at 68 miles, when he was in third place, with a broken oil feed connection.

Due to an error in the scoring, it was announced that Tom Milton had won, but a later check of the score sheets revealed that De Palma had lapped him after going a little more than half the distance, which put Milton in second place and changed the positions of all the other finishers.

One of the largest crowds that has visited the speedway saw the races. The grandstand was packed, and it is estimated that between 40,000 and 45,000 persons were on hand.

In the short sprints Louis Chevrolet accounted for the final heat of the Futurity Handicap at 10 miles, turning off the distance in 5:57 2/5, which was considerably faster than either of the two previous heats, which were taken by Mulford and Resta.

De Palma's time in the Harkness race is quite a bit slower than Chevrolet's time last year, when he won the event in 54:20.98, which is at the rate of 110 m.p.h. De Palma was not forced to extend himself greatly after Chevrolet and Resta had quit, and this probably accounts for the slower pace.

The real fight was between De Palma and Tommy Milton. De Palma started with a handicap of 61 sec., whereas Milton had 2 min. and 5 sec., giving him a lead of 1 min. and 4 sec., which is practically a lap. With Chevrolet and Resta out of the way, De Palma went out after Milton. He was driving carefully and consistently, doing laps regularly as clockwork at 1:05, which is practically 110 m.p.h. But it was not until the 28th lap, or just about at the half-way post, that De Palma was able to get the Duesenberg pilot.

It was manifest that De Palma's Packard was quite a bit faster than Milton's Duesenberg, and immediately after he had passed Milton, De Palma slackened his pace and Milton hung within a dozen feet of his axle all through the rest of the race to within four laps of the finish. Then De Palma commenced increasing his lead, and at the finish line had opened up a gap of nearly a quarter of a lap between himself and Milton.

This is the first time that the Harkness race has been run on a handicap basis, and this made it doubly hard for the scorers. Until the race was more than half over the cars were stretched around the track in a procession. There were fifteen starters.