

ALLEY DRIVING FRONTENAC CAR WINS BIG RACE

Ira Vail, Veteran Speed
Demon, Carries Away
Many Track Honors.

(Continued from Page 17.)

when engine trouble forced him to drop back. John Seymour of Springfield, Mass., won the 25-mile event.

Ralph Hepburn won the 10-mile State championship for cycles with sidecars and Edgar Buzzell of Elmira won the national title for the same event.

The motor racing program, easily the best managed of any held since the State Fair commission adopted a motor program for the closing day of the fair, once more drew the largest crowd of the week to the Fair Grounds.

The fair itself had really closed Friday night. All judging had ceased and more than half of the exhibits had been removed Friday night and Saturday morning.

All There for Races.

But the fair itself meant little to Saturday's visitors. At least 90 per cent of them had visited the grounds earlier in the week. They had no time for the midway or for the exhibits.

Although the racing program was not scheduled to start until 1 o'clock and really did not get under way until 1:45 because of track conditions, the grand stand was well filled before 11 o'clock in the morning and others, who did not possess the tickets entitling them to places in the grand stand, began choosing the choicest spots along the walls and fences which line the track.

The official attendance for Saturday was 45,094 and it brought the attendance for the week up to 209,377, which exceeded last year's attendance but was short of the 1920 record.

Track a Sea of Mud.

Early visitors to the fair grounds, and there were some there as early as 8 o'clock, were greeted by a discouraging spectacle. The track, as a result of the rains of Thursday and Friday, appeared a sea of mud.

But Horace P. Murphy, who had charge of the auto racing program for the fair commission, had a small regiment of workers busy on the track with automobiles and heavy rakes. The weather man lent a kind hand and provided a warm baking sun.

The result was that by 1 o'clock the track was in fair condition and at 1:45 the races were started.

Murphy had rounded up the greatest number of racers for both the motorcycle and automobile events that ever took part in a program in the east.

He had 13 motorcycle drivers and the same number of automobile racers and the supposedly unlucky number was certainly no hoo doo on this occasion.

A better program could not be arranged. During none of the nine races of the day was there any accident, yet each event was replete with thrills as the speed demons traveled around the track at paces ranging all the way from 29 to 90 miles an hour.

N. Words were broken. But all races were fast, remarkably fast in consideration of the fact that they were run on a track which in early morning had been covered with thick mud.

Announcement was made that Paul Anderson, one of the motorcycle riders, had made a record by traveling a mile in 44 2-5 seconds, but this will not stand as official, as stop watches, not electrical devices, were used in the timing.

The 13 racers to report to Mr. Murphy for the motorcycle program were: Gene Walker of Atlanta, Ga., Ralph Hepburn of Los Angeles, Cal., John Seymour of Springfield, Mass., Dynamite Scott of Bath and John Zitzer of Youngstown, O., all driving Indian machines. Paul Anderson of Chicago, Malwyn Jones of Lebanon, O., and Edgar Buzzell of Elmira, driving Excelsiors, and Roy Olds of Hammond, Ind., Carl Welty of Corning, J. B. Swindler of Niles, O., and W. P. Governor of Girard, O., riding Harley Davidsons.

The Indian riders won the lion share of the honors, taking five first places, the only interruption in their string of successes being caused when Buzzell won the 10-mile national side-car championship with his Excelsior.

The automobile drivers to report to Murphy were Ira Vail of Brooklyn in Duesenberg Straight 8 Special; Tom Akley of San Francisco, in a Frontenac Special; R. W. Van Ranst of Indianapolis in a Frontenac Special, Louis Corum of Los Angeles in a Frontenac.

Horace Shaw of Rochester in an Essex, Bo Amos of Syracuse in a Whalen Special, "Red" Shafer of Fort Worth, Tex., in a Duesenberg Straight eight-special, Milton McBride of Brooklyn in a Frontenac, Louis Hoyt of Haverstraw in a Duesenberg Special, Jim Benedict of Katonah, N. Y., in a Meteor Special, William Albertson of Penn Yann in a Duesenberg Special, William Alvord in a Peugeot and E. Schassare in a Ford.

From early morning until well after noon a regiment of fair employees were at work on the track with automobiles, rakes and other instruments. The weather man was kind and providing a strong sun and by noon the track, which had been a sea of mud in early morning, had been put in fair condition.

The warm sun continued throughout the afternoon and before the program was brought to a close the track was in splendid condition.

The first event of the day was the five-mile national motorcycle championship.

Walker Captures Race.

Walker started his day's winnings in this event, stepping into the lead in the first half mile and holding his advantage throughout. Seymour finished second with Hepburn third, Jones and Anderson trailing. The time was 3:55 1-5.

The second event was another five-mile event, this one carrying the New York State championship. It was a repetition of the first, except for the fact that Anderson managed to nose in ahead of Hepburn for third place. Seymour extended Walker a trifle more in this event than he did in the first race and the time was 3:43 4-5.

Each of these five-mile races brought the winner a purse of \$100 with \$75 for second place and \$40 for third.

The 10-mile New York State championship for cycles was another romp for Walker, Anderson taking second honors and Seymour being third. The prizes were \$150 \$100 and \$50.

But record time was not a necessity and the 45,000 fair visitors, who filled the grandstand to overflowing and lined the banks all along the track, were given thrill after thrill by the speedy riders.

The four event was the national championship for 10 miles for cycles carrying side cars. It was the surprise event of the day. Dynamite Scott of the Indian forces, one of the most capable riders of the country in the side car events, was a heavy favorite.

Buzzell is an Elmira boy who has been riding on the half-mile tracks of New York State and about the east, but he has not been in any of the national events heretofore.

Buzzell is Supreme.

Six machines answered the call and Buzzell, getting away second, took the lead after a half-mile, but had to surrender it to Scott in the second mile. The pair were on practically even terms in the third mile, but Buzzell forged to the front in the fourth and managed to hold on to the finish. His time was 5:15 2-5. His purse for the victory was \$150. Scott, winner of second place, was awarded \$100, while \$50 went to Hepburn, who was third.

The State championship for cycles with sidecar was another 10-mile event. Buzzell, after his victory in the nationals, entered this event a favorite.

But this was the feature race of the day and Buzzell was doomed to trail. In this race the Harley-Davidson machines made their only real bid.

Buzzell got away in the lead and had the advantage in the first and second miles, with Scott giving him a close run for honors. Governor being in third place, with Olds fourth and Hepburn fifth, Hepburn having considerable motor trouble.

Race Bitterly Fought.

Scott drew up to even terms in the third mile and for the next two miles this pair alternated in the lead, with Hepburn slowly but surely drawing up on them, passing both Governor and Olds.

Hepburn passed Buzzell and all but drew to even terms with Scott in the seventh mile when Scott began to be bothered by engine trouble. Scott and Buzzell were both forced to drop out, leaving first place to Hepburn in 9:20 2-5 seconds, which is 12 seconds slower than time made for the same event in the national title race earlier on the program.

Hepburn's victory netted him \$150. Governor, who was second, won \$100, and \$50 went to Olds for third place.

In the 25-mile race, the final motor race of the day, Anderson got away to a lead and in the third mile he was timed in 44 2-5 seconds. But this was a dying effort for his machine as it had engine trouble immediately afterward and he dropped back in the race.

Walker took the lead and held it until the 15th mile, when he was forced to drop out, and Seymour, who had been trailing the leader all the way,

took the lead and was never headed. In the closing laps Hepburn made a real bid for the place, but Seymour always had sufficient power in reserve to shoot ahead whenever there was any real danger.

Seymour's time for the 25 miles was 19 minutes 45 2-5 seconds, and it netted him \$200. Hepburn captured second place and \$150 in prize money, while third with its \$75 prize went to Walker, who returned to the track after a brief stop because of engine trouble.

Thirteen Enter Auto Races.

The automobile races drew a field of 13 starters. The unlucky number caused considerable speculation but it had no ill effects.

B. C. Smith of Columbus, O., who was acting as starter, refused to send such a large number of cars away from the mark in any single event and two elimination heats were run, seven men being sent around the track in one two-mile trial with six in another.

The starters in the first preliminary were Ira Vail in his Duesenberg-Straight 8 special; Bill Albertson in his Duesenberg; R. W. Van Ranst in a Frontenac, Louis Corum in a Frontenac, Horace Shaw in an Essex and Milton McBride in a Frontenac.

Vail, Van Ranst and Albertson qualified in this heat.

In the second heat, Jim Benedict in a Meteor special "Red" Shafer in a Duesenberg and Tom Alley in a Frontenac were the qualifying drivers, L. Schassare in a Ford, Louis Hoyt in a Duesenberg, "Bo" Amos in a Whalen Special and Bill Alvord in a Peugeot failing to place.

The race itself was a romp for Vail. He took the lead in the first mile and was never headed, his time being 8:01 2-5, Van Ranst being second and Alley third.

The second event, a 20-mile race, was a repetition of the first. Vail was master of the situation at every angle. Van Ranst and Alley were the fighters for second place and Alley finally won out. Each of these three drivers lapped the field. The time was 15:52 2-5.

In the final event, the 50-mile race, Alley started to give Vail a battle from the start. Alley took the lead in the first mile and held it during the second. In the third Vail drew to even terms and the pair raced at a merry clip, far ahead of the rest of the pack for 10 miles. By this time they had lapped the entire field.

Vail was traveling at a merry clip and Alley evidently tired of giving him battle and was content to stick along, about 100 yards behind Vail.

Vail Forced Out.

In the 24th mile, Vail suffered engine trouble and was forced to withdraw.

This left the race entirely in the hands of Alley. No other driver had a chance. He was more than a mile ahead of his nearest rival and the only chance for him to lose was to suffer engine trouble. His machine acted perfectly and he practically won as he pleased, his time being 38 minutes, 44 2-5 seconds.

The real contest of this race was between Albertson and Van Ranst, a race which was carried to the final lap, Albertson finally taking second place with a margin of about 50 yards.

Fourth place went to Hoyt and fifth to Corum.

Winners in Motor Races and Prizes

The summary of the automobile and motorcycle races at the State Fair yesterday, showing prizes in each race and the total prizes of the day for each entrant who won a money paying position, follow.

Motorcycle Events.

5-mile national championship won by Gene Walker, Indian, \$100; second, John Seymour, Indian, \$75; third, Ralph Hepburn, Indian, \$40. Time 3:55 1-5.

5-mile state championship won by Gene Walker, Indian, \$100; second, John Seymour, Indian, \$75; third, Paul Anderson, Excelsior, \$40. Time 3:45 4-5.

10-mile side car national championship with side car, won by Edgar Buzzell, Excelsior, \$150; second, Dynamite Scott, Indian, \$100; third, Ralph Hepburn, Indian, \$50. Time 5:08 2-5.

Ten-mile state championship won by Gene Walker, Indian, \$120; second, Paul Anderson, Excelsior, \$100; third, John Seymour, Indian, \$50.

Ten-mile state championship with side car, won by Ralph Hepburn, Indian, \$150; second, W. P. Governor, Harley Davidson, \$100; third, Roy Olds, Harley Davidson, \$50.

Twenty-five-mile national championship won by John Seymour, Indian, \$300; second, Ralph Hepburn, Indian, \$150; third, Gene Walker, Indian, \$75.

Money won by Seymour, \$500, by Hepburn \$400, by Walker, \$375, by Buzzell, \$150, by Anderson, \$140, by Scott, \$100, by Governor, \$100, by Olds, \$50.

Auto Racing.

Ten mile championship—Won by Ira Vail, Duesenberg, \$200; second, Red Shafer, Duesenberg, \$150; third, R. W. Van Ranst, Frontenac, \$100; fourth, Tom Alley, Frontenac, \$50. Time, 8:04 4-5.

Twenty mile championship—Won by Ira Vail, Duesenberg, \$400; second, Tom Alley, Frontenac, \$300; third, R. W. Van Ranst, Frontenac, \$200; fourth, Louis Hoyt, Duesenberg, \$100. Time, 15:52 2-5.

50 mile championship won by Tom Alley, Frontenac, \$1,200; second, Bill Albertson, Duesenberg, \$750; third, R. W. Van Ranst, Frontenac, \$500; fourth, Louis Hoyt, Duesenberg, \$150; fifth, L. Corum, Frontenac, \$100. Time, 58:44 2-5.

Money won, Alley, \$1,550, Albertson \$750, Vail, \$500, Van Ranst, \$500, Hoyt, \$250, Shafer, \$150, Crum, \$100.