

THREE DAYS AT CAPE MAY



MRS. FITLER REFUSES

CAMPBELL AND THE DARRACQ ON CAPE MAY BEACH

STEVENS AND FORD

CAPE MAY, N. J., August 25—Under lowering skies that betokened a storm from out of the ocean, the Cape May Automobile Club inaugurated a 3-day racing carnival on the fine beach at this resort this morning. The contests were witnessed by a crowd that lined the board walk paralleling the beach for more than a mile, and interest and enthusiasm were undimmed by the long waits between events.

The size of the crowd and the fact that several hundred cars were driven down here from New York, Philadelphia, Atlantic City and other cities, demonstrated in no uncertain manner that beach racing is rapidly becoming a very popular feature of the racing game. The Cape May Automobile Club deserves great credit for the clever way the various meets promoted by it have been handled in the face of so many discouraging obstacles. Rain caused the postponement of its first meet scheduled for July 22, and when the initial meet was held on July 29 a copious rainfall put a damper on everything. Immediately following today's races the heavens again opened and Cape May was deluged with the heaviest rainfall of the year.

All of today's events were at 1 kilometer, and while no records were broken the contests were all interesting. The curtain raiser was for middle weight cars, 851 to 1,432 pounds, with flying start. It was a cinch for Rene Cedrino, driving Hollander & Tangeman's 24-horsepower Fiat Junior. His only opponent was Carl Kelsey, in an 8-horsepower Maxwell. The race was a farce, for Cedrino got off in the lead and drew away so fast from the Maxwell that the latter appeared to be stuck in the sand. The time, 0:39 1-5, was the best made today in the races, but much faster time was recorded in the efforts made later in the day by Campbell, Cedrino and Christie to capture the much coveted, but elusive, kilometer record.

The second event was interesting chiefly from the fact that one of the drivers was a woman—Mrs. Clarence Fitler, one of Jersey's fair automobilists, a driver of skill and nerve. The event was for touring cars up to 30-horsepower, there being but two entries, Mrs. Fitler and Charles Bachrach, both in Packards. Mrs. Fitler assumed a commanding lead as soon as Starter Wagner fired the gun, and she maintained it to the wire, winning by a good margin. She received an ovation from the crowd.

Several trials were made to beat Christie's American kilometer record of 25 seconds, made on this beach several weeks ago. Willie Campbell, in an 80-horsepower Darracq, went over the course three times, but the best he could do was 25 1-5 seconds. His time for the other two trials was 25 4-5 seconds. Christie and his Blue Flyer did it in 26 1-5 seconds, and Rene Cedrino in the 24-horsepower Fiat Junior could do the kilometer in no better than 34 3-5 seconds.

The summary of today's races and speed trials is as follows:

One kilometer for middle weight cars, 851 to 1432 pounds; flying start—Won by Rene Cedrino, 24-horsepower Fiat; C. W. Kelsey, 8-horsepower Maxwell, second; time, 0:39 1-5.

One kilometer for touring cars up to 30-horsepower driven by owners, flying start—Won by Mrs. Clarence Fitler, 28-horsepower Packard; Charles Bachrach, 28-horsepower Packard, second; time, 0:56.

One kilometer for touring cars up to 20-horsepower, flying start—Dead heat between C. W. Kelsey, 8-horsepower Maxwell, and F. C. Sweeney, 20-horsepower Pope-Toledo; time, 0:58. F. C. Sweeney won run-off; time, 0:58 1/2.

One kilometer for touring cars up to 40-horsepower, driven by owners, flying start—Won by J. H. Thropp, 40-horsepower Winton; J. N. Wilkins, Jr., 40-horsepower Winton, second; time, 0:56.

One kilometer for touring cars up to 50-horsepower, standing start—Won by J. H. Thropp, 40-horsepower Winton; C. J. Swain, 40-horsepower Winton, second; time, 0:59.

One kilometer for touring cars up to 40-horsepower, to carry driver and three passengers, flying start—Won by J. H. Thropp, 40-horsepower Winton; J. A. Depew, 40-horsepower Winton, second; time, 0:51 1-5.

Kilometer trials—W. Campbell, 80-horsepower Darracq, 0:25 4-5, 0:25 1-5, 0:25 4-5. Walter Christie, 120-horsepower Blue Flyer, 0:26 1-5. Rene Cedrino, 24-horsepower Fiat, 0:34 3-5, 34 4-5.

DARRACQ'S FAST DAY

Cape May, N. J., August 26—The big racing cars had a chance today to show what they could do and while they were many seconds from Arthur McDonald's record of 34 2-5 for the mile, they performed very creditably, considering the bad condition of the course, due to last night's terrific storm. Interest naturally centered in Henry Ford's latest creation, a 60-horsepower six-cylinder car, which he has named the "Beach Skimmer." The car did not reach here until late last night, having been held up somewhere on the road. Mr. Ford and Frank Kulick had very little chance to tune up the car, and in the three trials they made with it negotiated the mile in 43, 40 and 39 2-5 seconds, respectively. The debut of the Beach Skimmer was an event of more than ordinary importance to the speed merchants. At the Stockton hotel after the races the Ford car was the chief topic of conversation, and the prediction was freely made that it would do something startling in the way of speed before many moons.

Another late arrival was the big 120-horsepower Fiat car which finished second in the Bennett cup race last month, and which came so near giving Italy first honors in the big race. Owing to certain technicalities at the New York customs house the car was held up for a time and Hollander & Tangeman, the Fiat representatives in this country, secured its release just in time to get it here on the eve of the day's contests. Chevrolet, its driver, had the car out early on the beach tuning it up for the supreme effort. After a few trial spins he remarked to THE MOTOR WAY man that the cuppy, sticky beach made him extremely doubtful of doing

the mile in better than 38 seconds. He sized up the situation pretty accurately, for on his three trials the best time he could make was 39 2-5 seconds, the other miles being run in 40 and 40 3-5 seconds.

The speed honors of the day were carried off by the 80-horsepower Darracq, driven by Willie Campbell. Twice he made the mile in 38 flat and once in 39 seconds. Christie in the 120-horsepower Blue Flyer ran the mile in 40 seconds. His car sustained slight injuries the day before and was hardly in shape for speeding.

The Darracq and the big Fiat met in the event for heavy-weight cars, 1,432 to 2,204 pounds, standing start, these two being the only starters, the Ford car declining the issue. Chevrolet got the Fiat going as soon as the signal was given and had a good lead on Campbell. Near the finish the latter ran into the water, causing the Darracq to swerve badly and threatening an accident. Clever handling of the car alone prevented it plunging toward the board walk, where the crowd was dense. The spectators heaved a sigh of relief when the car regained the course and finished far behind Chevrolet.

The sport opened today with a walkover for Cedrino, 24-horsepower Fiat Junior, in the event for middle-weight cars, up to 1,432 pounds. The time was 51 3-5 seconds.

Mrs. Fittler, in a 28-horsepower Packard, added to her laurels today by capturing two events, the first for gasoline touring cars up to 30-horsepower, which she won handily in 1:15 3-5, and the second for touring cars up to 40-horsepower, carrying driver and three passengers. Her time in this event was 1:13.

Three 40-horsepower Wintons, driven by owners, furnished an interesting contest. J. N. Wilkins, Jr., won by several lengths. It was nip and tuck all through the mile, but Wilkins had the best going in his favor, and was enabled to win by himself.

The summary of today's races is as follows:

One mile for middle-weight cars, up to 1432 pounds, flying start—Walkover for Rene Cedrino, 24-horsepower Fiat Junior; time 0:51 3-5.

One mile for touring cars up to 30-horsepower, flying start—Won by Mrs. Clarence Fittler, 28-horsepower Packard; George Jones, 16-20-horsepower Jones-Corbin, second; time, 1:15 3-5.

One mile for touring cars up to 50-horsepower, standing start—Won by J. N. Wilkins, Jr., 40-horsepower Winton; J. H. Thropp, 40-horsepower Winton, second; time, 1:31.

One mile for touring cars up to 40-horsepower, flying start, for Bellevue-Stratford cup—Won by J. N. Wilkins, Jr., 40-horsepower Winton; J. H. Thropp, 40-horsepower Winton, second; time, 1:16.

One mile for touring cars up to 40-horsepower, to carry driver and three passengers, flying start—Won by Mrs. Clarence Fittler, 28-horsepower Packard; C. J. Swain, 40-horsepower Winton, second; time, 1:13.

One mile for touring cars up to 20-horsepower, flying

start—Won by F. C. Sweeney, 20-horsepower Pope-Toledo; George Jones, 16-20-horsepower Jones-Corbin, second; time, 1:25 3-5.

One mile for heavy weight cars, up to 2204 pounds, standing start—Won by Louis Chevrolet, 120-horsepower Fiat; W. Campbell, 80-horsepower Darracq, second.

One mile trials, flying start against time—W. Campbell, 80-horsepower Darracq, 0:39, 0:38, 0:38. Henry Ford, 60-horsepower Ford, 0:43, 0:40, 0:29 4-5. Louis Chevrolet, 120-horsepower Fiat, 0:40 3-5; 0:40, 0:39 2-5. Walter Christie, 120-horsepower Christie, 0:40.

CHRISTIE AT RECORD GAIT

Cape May, N. J., August 27—Cape May's racing carnival came to an end today with an American and an American car—Walter Christie and his 120-horsepower front and rear-driven Blue Flyer—as the hero of the 3 days of speeding on the beach by the board walk. Christie achieved his distinction by covering a flying start kilometer in 23 2-5 seconds, within 2-5 of a second of the American record made last winter at Ormond by Arthur McDonald, in the six-cylinder Napier. He was awarded the Cape May \$500 trophy. William Campbell, who yesterday made the fastest mile of the meet, 38 seconds, in the 80-horsepower Darracq, was awarded the \$1,000 trophy.

The wind-up today was witnessed by as big a bunch of board walkers as graced Friday and Saturday's doings, despite it being Sunday, and Philadelphia only a few miles away. There were only mile and kilometer record trials today. The summary of the trials is as follows:

One kilometer, flying start—Henry Ford, 60-horsepower Ford, 0:25. W. Campbell, 80-horsepower Darracq, 0:24 1-5, 0:24 3-5, 0:24, 0:24 4-5.

One kilometer, standing start—W. Campbell, 80-horsepower Darracq, 0:43. There were no other starters.

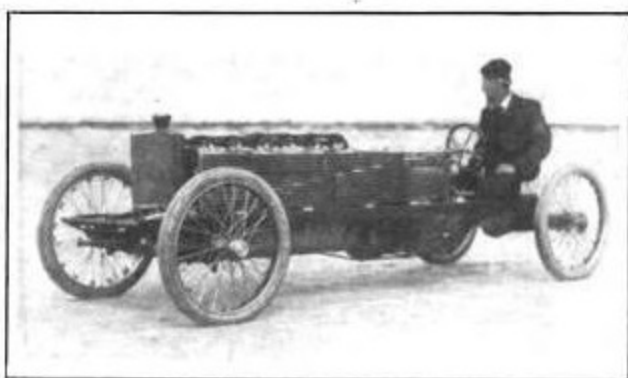
One mile, flying start—Louis Chevrolet, 120-horsepower Fiat, 0:40 3-5. Walter Christie, 120-horsepower Christie, 0:43 4-5, 0:39 1-5, 0:39 2-5, 0:41 1-5, 0:39 1-5, 0:42 1-5, 0:41. Henry Ford, 60-horsepower Ford, 0:43, 0:44 1-5, 0:44 3-5, 0:41, 0:42. W. Campbell, 80-horsepower Darracq, 0:40 2-5, 0:41 3-5, 0:40 4-5.

PORT HURON ROAD CONVENTION

Port Huron, Mich., August 29—Practical road builders, known as the American Good Road Makers, are in session in this city today, the convention being called to order by the president of the organization, James H. MacDonald, of Hartford, Conn. After an invocation by Rev. John Munday, H. S. Earle, state highway commissioner, delivered an address of welcome in behalf of Governor Warner, who could not be present. Mr. Earle said Michigan had more miles of stone road than any other state, five excepted, and more miles of gravel road than any other state, Indiana excepted. Mayor Spencer, of Port Huron, welcomed the delegates to the city, after which a committee on credentials was appointed and the convention adjourned for the day. The sessions will continue through Wednesday and Thursday.



LOUIS CHEVROLET IN THE BENNETT RACE FIAT



HENRY FORD IN THE FORD "BEACH SKIMMER"