

TWO SMASHES AT "S" CURVE.

Foxhall Keene and Chevrolet Try to Take It Too Fast.

Attracted by the possibilities of witnessing something in the way of a death-dealing accident at the "S" turn in the course at the junction of the Glen Cove and Willetts Roads, at Albertson, a great crowd congregated there early in the morning. In a measure they were not disappointed, for two of the most sensational smash-ups of the day took place at this point, and both put the cars out of the race. On the first time around all the cars took the turn at almost undiminished speed.

After they had tested the worst turn in the course to their satisfaction, all the drivers gave up attempting to take it without slowing down. There was an up-grade to the turn, and this allowed the drivers to hold the speed which they developed on the long, straight stretch leading to the curve. The reports of the Keene disaster went abroad, and the crowd increased at this point in such numbers

that the officials experienced difficulty in keeping them out of the way as the cars swept past. It was while the crowd was greatest that the Italian Chevrolet, driving the 120 horse power Fiat, came along the stretch of the Guinea Woods Road, and prepared to take the turn at a rush. Like Keene he put his steering wheel around sharply, and his momentum was so great as to place an overwhelming pressure up the left forward wheel. The effect was to crumple the compound of

sturdy oak and brass as if it were of tissue paper. It broke cleanly off the axle, which in turn snapped as it hit the ground.

Chevrolet's Narrow Escape.

In the twinkling of an eye Chevrolet gripped the wheel with all the force he possessed and steered the car off the

course as he shut off the power. It was a marvelous bit of steering. Chevrolet cleared the telegraph pole that Keene had hit, shaving it so closely that the hub of his rear axle cut a furrow across the splintered base where Keene's car had passed only a short time before.

The accident was also of a hopeless nature, and Chevrolet realized that he was no longer able to compete in the race. The telephone system at once advised the committee at the grand stand that another of the contestants had come to grief at the most dreaded point on the course. This brought around W. K. Vanderbilt, Jr., the donor of the cup, and in the car with him were Dr. Louis Nott Lanehardt, the chief surgeon of the day, and Harry Payne Whitney. They stopped for a moment to ascertain if any assistance could be rendered to Chevrolet or his mechanic, but they had both escaped without so much as a scratch, although the car was going at the rate of eighty miles an hour as Chevrolet essayed to make the turn.

Chevrolet was spoken to in French by one of the committee, and the Italian in his excitement made the amazing statement that Christie, in his sixty-horsepower car of his own invention, had tried to run him down. He denounced Christie as the most reckless driver on the course. Chevrolet's declaration was not made as a protest, as he was far behind when his car was wrecked.

After this accident and up to the end of the race Mr. Vanderbilt hovered about the turn and kept in touch with the conditions there. He personally looked after the warning of the crowd by the officials detailed for that purpose, and seemed fearful that before the competition was over the double turn in the road might be the scene of a bad accident if one of the speeding cars failed to steer properly.