

# KNOX WINS SEVEN RACES AT WILDWOOD N. J.

**W**ILDWOOD, N. J., Aug. 3—The straightaway racing of the local club which was postponed from Saturday because of the weather conditions was held today. The Knox collared everything in sight in the classes to which it was eligible, the Buick getting away with the small-car classes and the Stanley having a clear field in the steam events. Between them Bourque and Dennison captured seven races with their twin Knoxes, including the free-for-all, in which Bourque finished second to Dennison. The Knoxes also ran one, two in the mile and kilometer time trials, Dennison beating out his confrere in both in the fastest time of the day—.47% and .28, respectively. The Stanley was the place car in both trial heats of the free-for-all, but in the final the flying back of the hood of Vennell's car, which had been imperfectly fastened, put its driver temporarily *hors du combat* and rendered necessary the services of a physician to sew up the resulting cut in his head.

The races were not nearly so interesting as those of last Fourth of July, Saturday's rain resulting in the scratching of many entries and the absence of the Philadelphia officials, making the work of the native understudies seem painfully slow in comparison.

The chapter of mishaps, which began with the accident to Swain and Overpeck on Thursday, which in turn caused a lack of interest in Friday's run and a consequent poor turn-out, and was followed by Saturday's rain, was continued this morning when Richard Sellers, chairman of the contest committee of the Quaker City Motor Club, had his right shoulder dislocated by being catapulted from the Pennsylvania Vanderbilt car driven by Richard Williams. While speeding back toward the start the top of the battery box fell into the open machinery and blocked the brake clutch. The choice lay between a dash into the ocean and a sharp turn up a cross street. Williams preferred the latter, and the car turned a complete flip-flop. Sellers' dislocation was reduced by a local surgeon. Williams got off with a few scratches. The car was badly smashed, taking a much-needed star card from an already meager entry list. Still, despite these mishaps, the Wildwoodians went ahead with their program and the racing itself resulted in some good marks being hung up. The Knox, of course, was in the limelight at all times and the work of Bourque and Dennison was highly commended.

Inability to true up Frank Nordell's Chadwick after a mud plug from Philadelphia on Saturday morning, took another fast car out. These mishaps gave the Knox contingent a clear field, which it was not slow to take advantage of. The course was fast and considering the qual-

ity and power of the contestants the times made compared favorably with the .42% record of the Fiat on the Fourth of July. Summary of the races:

FREE-FOR-ALL FOR STEAM CARS		
Car	Driver	Time
1—Stanley	D. Walter Harper	50
2—Stanley	Walter Vennell	51
* No time taken.		
FREE-FOR-ALL, FIRST HEAT		
1—Knox	W. Bourque	49 4-5
2—Stanley	D. Walter Harper	50
SECOND HEAT		
1—Knox	A. Dennison	50
2—Stanley	Walter Vennell	53
FINAL HEAT		
1—Knox	A. Dennison	50
2—Knox	W. Bourque	50 4-5
GASOLINE STOCK CARS, \$1,251 TO \$2,000		
1—Bulck	Ed Wilkie	1:19
2—Middleby	W. Smith	1:19 2-5
GASOLINE STOCK CARS, \$3,001 TO \$4,000		
1—Knox	W. Bourque	50 4-5
2—Parkin	J. W. Parkin	51 2-5
FOUR-CYLINDER GASOLINE STOCK CARS, OVER \$4,000		
1—Knox	W. Bourque	54 2-5
2—Stearns	H. A. McNichol	56
GASOLINE STOCK CARS, \$2,001 TO \$3,000		
1—Knox	W. Bourque	54 2-5
2—Sharp-Arrow	W. H. Sharp, Jr.	55 2-5
GASOLINE STOCK CARS, UNDER \$1,250		
1—Bulck	Ed Wilkie	1:22
2—Middleby	W. Smith	1:22 2-5
SIX-CYLINDER GASOLINE CARS		
1—Knox	W. Bourque	50 4-5
2—Parkin	J. W. Parkin, Jr.	51 2-5
MILE TIME TRIALS, OPEN TO ALL		
1—Knox	A. Dennison	47 2-5
2—Knox	W. Bourque	48 4-5
3—Parkin	J. W. Parkin, Jr.	50 2-5
4—Sharp-Arrow	W. H. Sharp, Jr.	53
5—Bulck	Ed Wilkie	1:08
KILOMETER TIME TRIALS, OPEN TO ALL		
1—Knox	A. Dennison	.28
2—Knox	W. Bourque	.29 1-5
3—Parkin	J. W. Parkin, Jr.	.30
4—Stanley	D. Walter Harper	.31 3-5
5—Bulck	Ed Wilkie	.41

## Rain Forces Postponement

Wildwood-by-the-Sea, N. J., Aug. 1—A decidedly "mean rainfall" put the kibosh on today's sprints on the Central avenue boulevard, disappointing the tens of thousands who lined the course in anticipation of seeing some fast work. No rain fell after midday, but the course was so slippery and treacherous that the officials wisely decided, after sounding the various competitors, to postpone the events till Monday. Practically every seat in the big grand stand was occupied and as the boulevard, as far as the eye could reach from that vantage point, seemed in excellent shape, there were murmurs loud and deep at the postponement. But neither the club, the officials nor the contestants were in a humor to take chances, and the decision went. Practically every contestant but the Knox contingent, which had engagements elsewhere next week, were satisfied that the course was dangerous this afternoon, and they finally consented to stop over with the rest, after several slow trips over the boulevard.

Up to date the affair has been a series of disappointments. Charles Swain and Dr. Overpeck, two prominent members of the Quaker City Motor Club, who were to act as officials at today's races, while en route in the former's Apperson Jackrabbit for this place late Thursday night, Overpeck

driving, were compelled to make a quick turn-out to avoid hitting a lampless buggy which suddenly loomed up ahead of them in the darkness. The turn was so sudden that the car first skidded and then turned over, pinning its occupants beneath it. Both are seriously injured, Overpeck internally and Swain with several fractured ribs. The unlucky pair managed, after a lot of hard work, to squirm out from beneath the car, but lay alongside the road till daybreak, when a truck farmer on his way to market discovered them and, flagging a Philadelphia-bound train, got them aboard. They were taken to a hospital.

The meeting to protest against the Frelinghuysen law, scheduled for last night, was postponed till tonight on account of the failure of many of the speakers to arrive. About 500 enthusiasts were present on the Ocean Pier tonight when Chairman Thomas Martindale called the meeting to order. A resolution presented by Carl A. Haswin and seconded by Senator J. Thompson Baker, was unanimously adopted. It reads as follows:

"Resolved, That we pledge our united efforts to secure just legislation as well as to remove this oppression and persecution; and be it further

"Resolved, That, failing in any other way to obtain the relief which we so much need, we will use our influence to secure the election to the next legislature of men who will pledge themselves to support what we believe to be just and merited legislative measures affecting motorists; and be it further

"Resolved, That we appeal to the press of New Jersey and Pennsylvania to support the motorists in their movement to obtain for themselves a square deal from the legislature of New Jersey."

Paul Huyette, in a 35-horsepower Peerless, won the invitation run from Philadelphia to this place yesterday afternoon, arriving at the finish on the dot at 5:15—the exact time decided upon previously by the contest committee.

## JERSEY CALLS A CONVENTION

Newark, N. J., Aug. 5—New Jersey is to have a good roads and legislative convention of its own. It is planned to hold it at Atlantic City early in September, probably the 17-18. The co-operation of the farmers, as represented by the New Jersey State Grange, is to be asked. In view of the alliance completed at the Buffalo convention between the A. A. A. and the National Grange, the prospects of similar co-operation between the motorists and farmers in New Jersey are bright. The present unreasonable state motor vehicle law, which this year is keeping so many motorists out of the state, to the great loss of hotel keepers and general business, will also come up for discussion, with a view to amendment along sane and just lines at the next session of the legislature. The