

NATIONAL DOES WELL IN WILKESBARRE HILL CLIMB

WINS ONE FIRST, ONE SECOND
AND ONE FIFTH.

BENZ CAR SMASHES RECORD

[By Carbureter.]

Indianapolis as the home of the automobile was again brought into prominence yesterday by the performance of the National in the annual hill climb events of the Wilkes-Barre Automobile Club up Giant's Despair mountain, Wilkes-Barre, Pa.

In the presence of 60,000 spectators, who overran the course at times, Charles Merz, in a National six, won the six-cylinder class in 1:48 with an Oldsmobile second.

In the class for cars with a cylinder displacement between 451 and 600 cubic inches, Dennison, in a Knox, carried off the honors in the fast time of 1:40 4-5, while Merz in his National six was second in 1:47 3-5. The sixty Stoddard-Dayton, driven by Miller, was third in 1:48.

Competing against the most famous racing cars in the world, both foreign and American make, the National six finished in fifth place in the big event of the day, the event being won by David Bruce Brown in a 120-horsepower Benz.

Brown Drives Great Race.

Brown smashed all records, covering the





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Bruce Brown in a 120-horsepower Benz.

Brown Drives Great Race.

Brown smashed all records, covering the 6,000 feet of precipitous roadway in 1:31 3-5, or 63-5 seconds faster than the previous record of 1:28 2-5, made by Willie Haupt in a Big Six Chadwick last year. The Chadwick six, driven by Larzeler, which finished second, also broke the record, covering the course in 1:36, and De Palma, in a Fiat, came in third in 1:36 3-5. Dennison, in a Knox, was fourth, and clipped two-fifths of a second from last year's figures. A National six was fifth in 1:45; a Stoddard-Dayton sixth, in 1:46 2-5, and a Simplex seventh, in 1:47 2-5.

Ralph De Palma and his Fiat Cyclone had hard luck in this class. On his first attempt the timing apparatus failed to work, and on his second attempt he skidded into a ditch and punctured a tire. By the unanimous consent of the other drivers he was given another trial, but the best he could do was to finish third. His car was too light for the power, and he could not keep it on the road or he could have made better time.

The National "Little Four," driven by John Aitken, gave a good account of itself against a good many of the higher priced cars. In the events for stock chassis of 301 to 450 piston displacement it was second, making the hill in 2:03 4-5.

Hower Frowns Upon Mrs. Cuneo.

Mrs. Coneo was to have given an unofficial trial up the hill in the Knox Giant, but as Chairman Hower threatened to disqualify the car from all races if she was allowed to drive it, the trial was not held. Just how Mr. Hower could disqualify a car for taking part in an unofficial trial was not quite clear, but the little chairman's belief went with the Knox driver, and he refused to let Mrs. Cuneo have the car to the great disappointment of the crowd.

In the other classes the Maxwell had a walkover in the first class, the Buick in class No. 2, and the Simplex in the class for cars selling for over \$4,000, the last-named car making a record of 1:48 3-5.

The Hollenback trophy for cars selling from \$2,000 to \$3,000 was won by Dennison in a forty-horsepower Knox in 1:57 3-5. Basel, in a Mathewson, was second, and a Stoddard-Dayton was third.

An Oakland, driven by Bauer, won the class for cars selling for from \$1,250 to \$2,000, covering the course in 2:11 4-5. Mil-

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ler, in a Stoddard-Dayton, carried off the
honors in the \$4,000 limit class, climbing
the hill in 1:50 1-5.

Wright, in a forty-five-horsepower Stod-
dard-Dayton, carried off the honors in
the class for cars with a cylinder dis-
placement limited to 450 cubic inches.

The Knox won the prize open to mem-
bers of the Quaker City Motor Club in
1:40 1-5.

The invitation race was won by the big
Chadwick in 1:35 4-5, with Depalma in a
Fiat, second, in 1:40 1-5, and Dennison, in
a Knox, third, in 1:41 1-5.

There was only one accident, which did
not result seriously, when Louis Chevrolet
upset at the "S" turn in his Buick car.

Second Apperson Entry.

Edgar Apperson, of Kokomo, yesterday
made his second entry for the Cobe cup
road race of the Chicago Automobile
Club, set for June 19 over the Crown
Point-Lowell circuit, naming an Apperson
Jack Rabbit, which will be the running
mate to the Apperson which Herbert
Lytle will drive in the same contest.

Mr. Apperson has not as yet selected
the driver for his second car, but he is
reported to have in mind a pilot of na-
tional reputation. It is expected he will
announce his choice before the entries
close next Saturday. Both the Jack Rab-
bits will be fifty-horsepowered and sim-
ilar in construction to the car in which
Lytle made such a showing in the road
racing last year.

NELSON WINS GOLF PRIZE.

Defeats Remington for Final Honors
in Riverside Tourney.

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