

WINNERS AT LARCHMONT

CLOSE CONTENTS IN MANY CLASSES FOR SERIES PRIZES.

In six regattas there were 744 starters. Joyant wins in Class P—Three ties in Class Q. Phryne, Salas, Twinkle and Turquoise take special prizes.

The week of yacht racing at Larchmont just closed was the most successful in the history of that organization. For six days regattas for all classes, regular and special, were sailed, and in those regattas the total number of starters was 744. The biggest fleet started last Wednesday, when 138 yachts crossed the starting line. During the week 100 different yachts competed in the races, many starting six times. These were divided into twenty-nine classes, and in all the numerous races called the huge regatta really established a new record. Never before in the history of the sport were there so many yachts gathered in one harbor for racing, and in addition to these races there were as many more power boat, steamers and cruising craft. The regatta committee in its announcement said that yachts of the regular classes and of some special would sail for series prizes in addition to race prizes. The winners of these series prizes are determined by the point system, a yacht gets one point for each start, and if it finishes, and if it finishes in the top three places, it gets a bonus point. The points are figured on the greatest number of starters on one day, so that if there are ten starters on one day the winner each day receives ten points. In addition to the series prize there is a first prize when two yachts start, a second when three started and a third when five started, so that the regatta committee now has to purchase a very large amount of silverware for distribution among the victors.

In the schooner class the Miami, owned by George W. Scott, was the winner. The big gun class was divided to make some good racing. First Avenger sailed against gardenia, allowing full time, and won. Then Avenger allowed the schooners time and a half and won again. In three races she met Istalena and won one of these races, so that she had four firsts to her credit.

The racing in the P class was very good. Joyant by winning the series and three firsts showed that her victory in the Manhattan challenge was no fluke and that she is a very fast boat. In class Q there is a three cornered tie which will be sailed off later. The 20 footers as usual made some fine sport. There were thirteen starters in this class and Phryne, owned by J. P. Morgan, Jr., was the winner of the series. She took three firsts, which is a remarkable record in a class of this size when the yachts are so evenly matched. There were five divisions of the handicap class and the winners were Aler, Scud, Chinook, Kenosha and La Cihana.

Top yachts started in the Larchmont interclub class. Vice-Commodore John Proctor Clarke offered a special prize for these yachts, and Salas, owned by M. B. Pendergast and sailed by W. W. Scott, won the Festina, owned and sailed by A. B. Allen, was second. It was understood that the class that each owner should sail his boat and the action of Mr. Pendergast in getting one of the best small boat sailors on the coast to handle his boat was very wise.

Miss Morris sailed Wild Thyme and took third place. L. A. McKinnon with his new boat, Cyrie had little difficulty in winning the series for class S yachts and also took five firsts. In class T, S. Morgan, Jr., the Turquoise won the Glen Cove or Jewel class series, and Jack Alley won in the series with Twinkle, in which there were thirteen starters.

These figures are based on the actual results. There are, however, slight changes in the standings of some of the regatta committee which may make slight changes in the results. The regatta committee has decided to hold a regatta at Rockaway beach and sail the regatta on the 29th and 30th inst.

The results in the different classes follow:

Table with columns for Class, Name, and Points. Includes sections for Schooners, Handicap Class, and various regatta classes.

NEW ROCHELLE ONE DESIGN.

Table listing names and points for the New Rochelle One Design class.

STAR CLASS.

Table listing names and points for the Star Class.

RAMPOUR ONE DESIGN CLASS.

Table listing names and points for the Rampion One Design Class.

PORT WASHINGTON ONE DESIGN CLASS.

Table listing names and points for the Port Washington One Design Class.

STUYVESANT CATEGORIES.

Table listing names and points for the Stuyvesant Categories.

GRAVESEND RAY KNOCKABOUTS.

Table listing names and points for the Gravesend Ray Knockabouts.

BAYVIEW ONE DESIGN CLASS.

Table listing names and points for the Bayview One Design Class.

REG CLASS.

Table listing names and points for the Reg Class.

ROCKAWAY BOATERS.

Table listing names and points for the Rockaway Boaters.

SPECIAL CLASS B.

Table listing names and points for the Special Class B.

CORINTHIANS OUT SAILING.

Second Beach Channel Race—Small Boats Have Good Sport.

In a fresh breeze from the southwest the Corinthians of the Yacht Racing Association of Jamaica Bay held their second beach channel race yesterday. The start and finish line was in Rockaway Inlet and the course took the craft to a mark of Grassy Point in Broad Channel and return. The distance was 10 nautical miles. The craft had a run to Broad Channel and a beat home.

The larger sloops were absent, but the smaller boats all had spirited contests. Kismet won among the sloops and Elvira led the cabin catboats home. Penita was the first of the open cats to finish and among the high speed motor boats L. Bisco's Dart did the best work, covering the course in 26 minutes 42 seconds. The cabin power boat class was won by Tuscarora, and Bill Morrison was the first of the open power boats to cross the line.

The regatta was held under a handspan system, and there is a possibility that when the official measurer makes his return the positions of some of the craft may be changed.

KRAMER MASTER OF CLARKE.

National Cycle Champion Beats Australian in Newark Velodrome.

Frank Kramer, the American national cycle champion, seems to be the master of Jackie Clarke, the Australian marvel, at match racing and so when work started, we had accurate information upon which to base our plans for the 1912 car.

Each suggestion was thoroughly considered by the Board of Engineers. Then Mr. Coffin instructed these specialists to do what they could to make the 1912 car a greater value than that of 1911. Each man was assigned to some particular work. One was instructed to add to the beauty of the car. Another devoted his time to working out ideas that would add to the convenience the car would afford to passengers.

One man went to Europe to get ideas. He visited the leading factories there and attended the great Paris and London Automobile Shows. He wanted to see how makers abroad were building their cars. He came back with a trunk full of notes.

A specialist on carburetion went into the laboratories of the largest carburetor manufacturer and with the experts there worked out an improved system, which has resulted in greater power and economy for the motor. So exhaustive were his tests that he called in the chemists and experts of the Standard Oil Company and had their assistance in determining what was needed for obtaining an increased efficiency from the ever decreasing quality of gasoline.

Another man—trained by long experience for that special kind of work—gave his attention to improving the spring action of the car. He tested many types of springs. He drove cars over every kind of roads. He experimented with other cars to learn any advantages they might have.

The expert on factory management spent his time in the plant organizing his men, teaching them to build better. The man who had made a reputation for himself as a designer of special machinery worked out ideas for increasing factory efficiency in that direction.

No work could have been more complete than that which these men did.

All Submitted To Experts

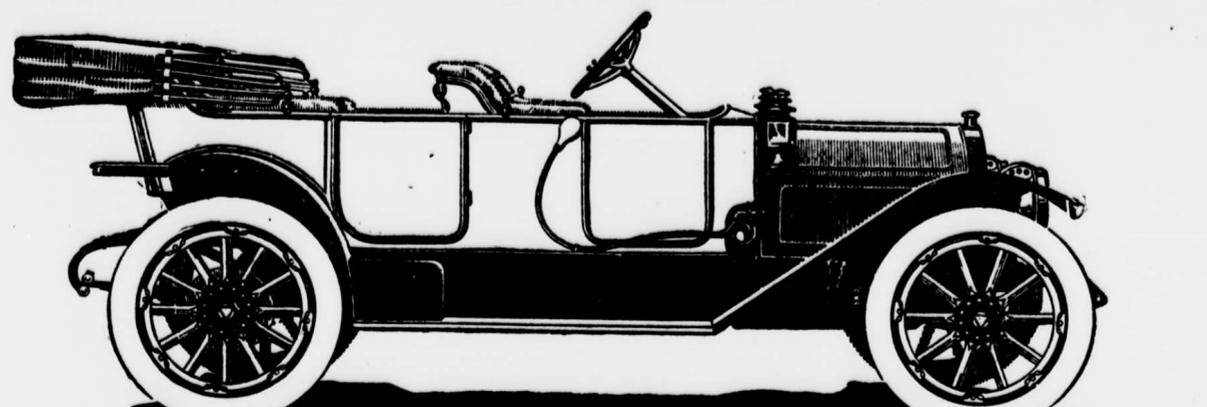
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Alby Wins Prix Feucherolles. Special City Dispatch to THE SUN. Paris, July 23.—Nash Turner's Alby, ridden by Turner, won the Prix Feucherolles at St. Cloud to-day. There were six horses in the race and the betting was 10 to 1 on W. R. Vanderbilt's Mirambo, with O'Neill third, and first for the Prix de la Vierge, with other horses in the race. The betting was 22 to 1 on Alby, owned by Mason Barron, and ridden by Turner, and second in the Prix de la Vierge. Other horses in the race were second in the Prix de la Vierge.

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AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

The 1912 HUDSON "33"



"33" Touring Car—\$1600 Complete

There are four HUDSON "33" models for 1912. A large, roomy five-passenger Touring Car, shown above—a smart Torpedo of long, rakish lines—a Roadster of unusual beauty and comfort and a Mile-a-Minute Roadster which is speedy enough to make a showing in any amateur speed or hill climbing contest. The price of each model is \$1600 complete, f. o. b. Detroit. Equipment includes 34 x 4 inch tires on demountable rims, Bosch magneto and storage battery, genuine Mohair top, with complete set of curtains, wind shield, tire iron, extra demountable tire rim, Prest-O-Lite tank, big beautiful lamps, black enamel, foot and rake rails, license number holders, tool box on running board, tools, tire repair outfit, etc. Roadsters have special luggage box on rear, around which extra tires can be carried. Mile-a-Minute car has storm apron instead of wind shield and top and is equipped with 100-mile-an-hour Warner Auto-meter. The wheels on this car are 32 inch with 4 inch tires, which permit of faster driving with greater safety than is possible with larger wheels.

Why the Value is Even Greater this Year

Some Extraordinary Things Have Been Done to Accomplish This Result—Come See What They Are

The above is an illustration of the HUDSON "33" 1912 Touring Car. There are three other models—a Torpedo, long, low and snappy in appearance—a Roadster, handsome and comfortable, and a Mile-a-Minute car, fast enough for any amateur contest.

This cut indicates as well as can be done by picture, the great beauty of the car, which for the past year has been the most talked about automobile in America. It is impossible to show by drawing or photograph, all the improvements that have been added to the 1912 model.

The best way to understand why it is a greater value than was the 1911 car, is to know what was done to produce that result. By telling you that, you can appreciate this new value more than would be possible either by illustration or by description.

The Engineering Board of the HUDSON Motor Car Company is made up of the largest number of experts ever employed by any one manufacturer. These men are specialists in many different branches of automobile engineering. At the head of this staff of experts is Howard E. Coffin, the man responsible for the HUDSON "33."

Before this board of specialists is brought every suggestion for the improvement and betterment of HUDSON cars. Each of these experts has won his way by the work he has done. Each man knows something which others don't know. Each has done something which others have not done.

Owners Have Helped

We have hundreds of letters from owners telling their experience with the "33." What they reported was tabulated and so when work started, we had accurate information upon which to base our plans for the 1912 car.

Each suggestion was thoroughly considered by the Board of Engineers. Then Mr. Coffin instructed these specialists to do what they could to make the 1912 car a greater value than was that of 1911. Each man was assigned to some particular work. One was instructed to add to the beauty of the car. Another devoted his time to working out ideas that would add to the convenience the car would afford to passengers.

Went to Europe For Ideas

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All Submitted To Experts

Then Mr. Coffin called them all into session and for days the suggestions of each expert was submitted to the

consideration of his associates. In this way many additional ideas were brought out. No suggestion was accepted that did not meet with the unanimous approval of the Engineering Board. If there was any doubt about the value of any feature, it was tried out by actual tests on cars built especially for that purpose.

Then the first 1912 car was built and all the ideas adopted were proven in a service ten times more severe than any one would ever think of demanding of his car.

The result of all that careful, accurate planning and testing, under the inspiration of Howard E. Coffin, is the 1912 HUDSON "33."

Yet There Was Little Change

You might conclude from this that the car is totally different from that of last year. As a matter of fact however, there has been little change in the essentials of its design. In a few places the simplicity of the original model has been made even more simple. A few more parts have been eliminated and a great deal has been accomplished in the way of smoother, quieter operation. The 1911 "33" is famed as being as quiet as any car ever built.

This year sound has been made even less noticeable.

It is difficult to compare the new car with the original. But you can at a glance at the car itself, note some of the changes that have been made.

The equipment is of a much better grade. If you will ride in the two models you will observe the greater motor flexibility of the 1912 car. You can see an increased value in the quality of upholstery, in the higher grade painting, but you cannot so easily appreciate the improvements that have been made in the quality of materials, in the fineness of the metals and the character of the workmanship.

Widely Different From All Other Cars

The above comparisons have all been made with the 1911 HUDSON "33."

It would not be so difficult to show the greater value of the present model if it were considered in connection with any other automobile that you can buy under \$2500.

Last year the HUDSON "33" established such a mark for its simplicity, power, sturdiness and general value that it won its way wherever buyers gave close attention to its details.

People in all sections bought the HUDSON "33" because it was designed by Howard E. Coffin. Most of these buyers were persons who had owned cars of his earlier models. They knew from what he had done before what to expect from his latest car. The first day the HUDSON "33" was put on sale orders were taken by dealers throughout the country for 687 cars. These were bona-fide sales that were made without, in most cases, even a demonstration.

2,000 Cars Oversold

At the close of the season there were orders on hand for more than 2,000 in excess of the number we could build. Even before a single 1912 model was shown dealers had deposits in hand from their customers who thus had assured themselves an early delivery of the latest model.

These are important indications of what car it is best for you to choose. Nothing quite so thoroughly shows the value of an automobile as the way the public takes to it. Its sales in any one locality would indicate very little. Consider what it has done throughout the country, however, and you have the net expression of many buyers. HUDSON cars are successfully operated over every kind of road. Buyers chose the "33" because it proved to be the car best suited for all needs. As all sections are using the "33," it shows it is ideal for every requirement.

World Wide Demand

The world wide demand for the HUDSON "33"—and that statement is emphatically true—is a positive proof that it more nearly approaches the ideal car than ever before offered at less than \$2500.

We urge all who are competent to do so, to thoroughly investigate every detail of the HUDSON "33."

HUDSON MOTOR CAR CO., Detroit

A Special Word of Importance We endorse with our capital and business future every word of the above. This we would not do if there were any doubt in our mind about the value of the HUDSON "33." Our success depends upon our knowing the automobile situation thoroughly. We have opportunities for more thorough investigation of values than has any individual. The mere fact that we have chosen the HUDSON "33" as the best value that can be had at the price—that we are going the limit with our business standing in this community and have bought a large quantity of cars—deposited our own funds with the manufacturers to assure our receiving deliveries, is a guarantee of what we think of the HUDSON "33." What greater assurance can you ask?

See the Triangle on the Radiator THE A. ELLIOTT RANNEY COMPANY 1700 Broadway, New York

Brooklyn Office 1176 Bedford Ave. Newark Office 37 William St. Bronx Agency: C. R. RADCLIFFE CO., Jerome and Burnside Aves.