

# RECORDS GO IN GIANT'S DESPAIR CLIMB

JUNE 3, 1909

## Description of the Course

Giant's Despair hill measures exactly 5,700 feet from start to finish and has an elevation in that distance of 666 feet. The course roughly divides itself into three divisions: First, practically a straight-away of 1,750 feet,  $\frac{1}{3}$  mile to the Devil's Elbow with a grade starting with 11 per cent and rising to 15 at one point. The second division starts with the Devil's Elbow and for 2,000 feet continues to where the grand stand is located. This is the division of curves, there being no fewer than four dangerous ones in this distance. First is the Devil's Elbow, to the right, followed 400 feet beyond by a right angled turn to the left, and 800 feet above this comes the S turn at the mountain house, followed by the curve at the grand stand, 200 feet beyond. From the grand stand to the finish the course is a straightaway with grades as high as 22 per cent, but dropping to 10 per cent 200 yards before the finish. The entire course is a mountain-climb and not a hill-climb. The first division of the climb gives the drivers every opportunity for speed, the second tests driving ability and speed, as some of the curves are made on 18 per cent grades, and the third division is solely a test of speed and power, as it is a continual wrestle with grades varying from 10 to 22 per cent for 2,000 feet, almost  $\frac{1}{2}$  mile. The story of the climb:

**Event 1**—This, the opening shot of the day barring the motor cycles, was a walk-over for one of the new four-cylinder Maxwells, the event being open only to cars selling for \$850 or less. Two of these machines were entered, but one was scratched this morning. The little machine averaged 24.5 miles an hour.

**Event 2**—This was a walkover for the Buick driven by Louis Chevrolet and was for cars selling from \$851 to \$1,250. The Mitchell entered was scratched. The Buick's pace averaged 25.1 miles per hour.

**Event 3**—Two contestants faced Starter Wagner in this event—for cars from \$1,251 to \$2,000—the first being the Oakland and the second a Buick. The Oakland was the first car to make fast time on the hill, and gave the reckless spectators an idea of what might be expected when the faster machines came up. It skidded wide on the corners, throwing clouds of dust over the crowds and averaging 29.4 miles per hour, its time being 2:11 $\frac{1}{2}$ . Its rival, the Buick, piloted by Chevrolet, was the only car to encounter an accident. Just above the mountain house on the S turn the car swung wide and when Chevrolet was bringing it around the left turn of the grand stand he cut the inner fence too close, the left front wheel catching a post, the car upsetting. Chevrolet was thrown clear.

## Winners of the Various Classes in the Annual Giant's Despair Climb at Wilkes-Barre, Pa.

Car and Driver	Time	1908 Record
EVENT 1—CARS UNDER \$850		
Maxwell—See	2:38 $\frac{1}{2}$	3:19 $\frac{1}{2}$
EVENT 2—CARS \$851 TO \$1,250		
Buick—Chevrolet	2:34 $\frac{1}{2}$	4:02 $\frac{1}{2}$
EVENT 3—CARS \$1,251 TO \$2,000		
Oakland—Bauer	2:11 $\frac{1}{2}$	2:45 $\frac{1}{2}$
Knox—Belcher	1:57 $\frac{1}{2}$	2:14 $\frac{1}{2}$
EVENT 4—CARS \$2,001 TO \$3,000		
Stoddard—Miller	1:05 $\frac{1}{2}$	2:17
EVENT 5—FOUR-CYLINDER CARS, \$4,000 UP		
Simplex—Watson	1:48 $\frac{1}{2}$	3:14 $\frac{1}{2}$
EVENT 6—SIX-CYLINDER CARS, \$3,000 UP		
National—Merz	1:48	1:52
EVENT 7—FREE-FOR-ALL		
Benz—Brown	1:31 $\frac{1}{2}$	1:41 $\frac{1}{2}$
EVENT 8—CHASSIS 451 TO 600 CUBIC INCHES		
Knox—Denison	1:40 $\frac{1}{2}$	
EVENT 9—CHASSIS 451 TO 600 CUBIC INCHES—OVER 2,400 POUNDS		
Stoddard—Dayton—Wright	2:01	
EVENT 10—QUAKER CITY MOTOR CLUB CARS		
Knox—Denison	1:40 $\frac{1}{2}$	
EVENT 11—WILKES-BARRE CLUB CARS		
Knox—Johnson	2:21	
EVENT 12—INVITATION		
Chadwick—Larzeller	1:35 $\frac{1}{2}$	