

BRIARCLIFF TROPHY RACE WILL BE NOTABLE

Best Cars in the World, Piloted by Noted, Skillful Drivers Will Furnish Contest That Should Attract Thousands of Spectators.

By CHARLES J. MEEGAN.

The Briarcliff trophy race, which is to take place in Westchester County on next Friday, promises to be a notable event in motoring circles. The best cars in the world, driven by men of skill and noted for daring, will race ten times over a course covering a distance of thirty miles. Three hundred miles at top speed over none too good roads, cutting the corners off of sharp curves, up hill and down hill, ought to be a pretty good test of a car's reliability. Every car completing the full distance in anything near reasonable time will have established a record for worthiness that will leave its impress upon public opinion for many years. The winning car will be heralded as the best in the world.

When the public understands that the cars racing were not built especially for this or any other race, but are really stock cars, duplicates of those on sale in the storerooms every day, it will readily realize the importance of the test. Many of the identical cars engaged in the struggle will be taken direct to the salesroom immediately after the race and the first prospective purchaser who comes along will have an opportunity to buy a "proved—tried and found—true" machine.

It will really be an international event, besides the American made cars there will be cars that were manufactured in France, Italy, Austria and Germany. America will be represented by three Stearns, two Simplexes, two Loziers, a Hol-Tan Shawmut, a Thomas Flyer, an Allen-Kingston and an Apperson. France will be represented by two Renaults and a Panhard. Italy's honors will be looked after by three Isottas, two Fiats and a Bianchi. A Maja will be Austria's representative and a Beng Germany's.

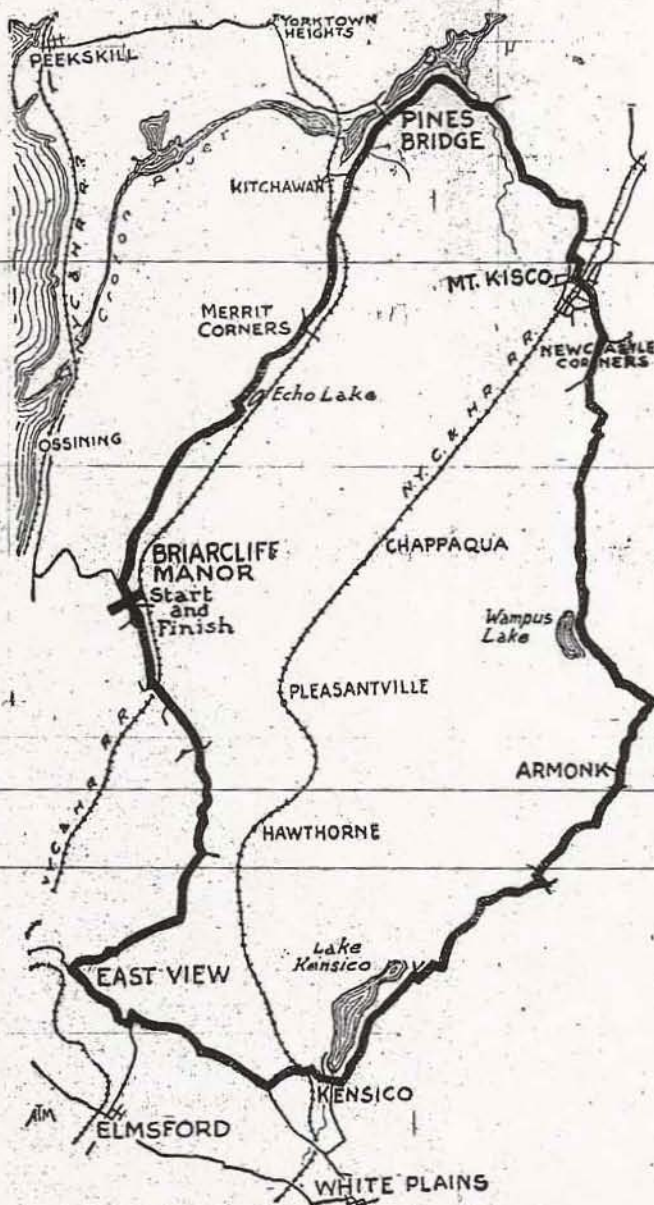
Here is the full list with the order in which they will start:

- No. 1—Felix Prossen, Bianchi, Italy.
- No. 2—Emanuel Cedrino, Fiat, Italy.
- No. 3—Herbert Lytle, Apperson, America.
- No. 4—Louis Strang, Isotta, Italy.
- No. 5—F. W. Leland, Stearns, America.
- No. 6—E. H. Parker, Fiat, Italy.
- No. 7—Harry Michener, Lozier, America.
- No. 8—Guy Vaughan, Stearns, America.
- No. 9—Ralph Mulford, Lozier, America.
- No. 10—D. S. Murphy, Maja, Austria.
- No. 11—Al Poole, Isotta, Italy.
- No. 12—Montague Roberts, Thomas, America.
- No. 13—Barney Oldfield, Stearns, America.
- No. 14—M. G. Bernin, Renault, France.
- No. 15—George Robertson, Panhard, France.
- No. 16—W. M. Hilliard, Hol-Tan Shawmut, America.
- No. 17—A. C. Campbell, Allen-Kingston, America.
- No. 18—Julian Bloch, Renault, France.
- No. 19—H. N. Harding, Isotta, Italy.
- No. 20—L. J. Bergdoll, Benz, Germany.
- No. 21—M. J. Seymour, Simplex, America.
- No. 22—William Watson, Simplex, America.

Their position was decided by drawing lots and the Simplexes fared the worst. It goes without saying that there will be a big crowd to witness the struggle. The heavy wagers which, according to several newspapers, are being made in connection with the race, have been called to the attention of Mr. J. D. Thompson, chairman of the racing board of the A. A. A., and he is accordingly taking steps to remind entrants and drivers of those sections of the racing rules which prohibit betting on the re-

which the sanction is granted. Mr. A. L. Riker, chairman of the Technical Board for the Automobile Manufacturers' Committee, together with the other members, A. L. McMurry and Henry Souther, have arrived at the Briarcliff Lodge for the inspection of the entries for the race. Considerable apprehension follows the movements of this body, as there has been a prevailing feeling that several cars entered will be unable to qualify under the rules set down for this contest. In speaking on the subject, Mr. Riker says: "It is not the intention of the Automobile Manufacturers' Committee to adopt any severe methods except where flagrant violations are made. This must be a stock car contest. The definition of the term stock car as set forth in the rules calls for ten cars of a like make in every particular, which have been placed upon the market on or prior to March 31. The Technical Board will visit the several camps and personally inspect the entry and this, added to the data already furnished, will give them sufficient information on which to base an opinion. An astonishing number of people have been watching the tryouts during the week at various points around the course. The most favorable spot seems to be the official grandstand, which will make the start and finish of the race, directly in front of which are two sweeping turns which furnish an intensely interesting spectacle of expert driving."

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In an interview Mr. Thompson stated that many of the entrants and drivers had evidently overlooked those features of the racing rules which provide for disqualification for betting. The rules in question read as follows:

"NO BETTING PERMITTED.—The making or laying of bets or wagers shall not be permitted, recognized or tolerated.

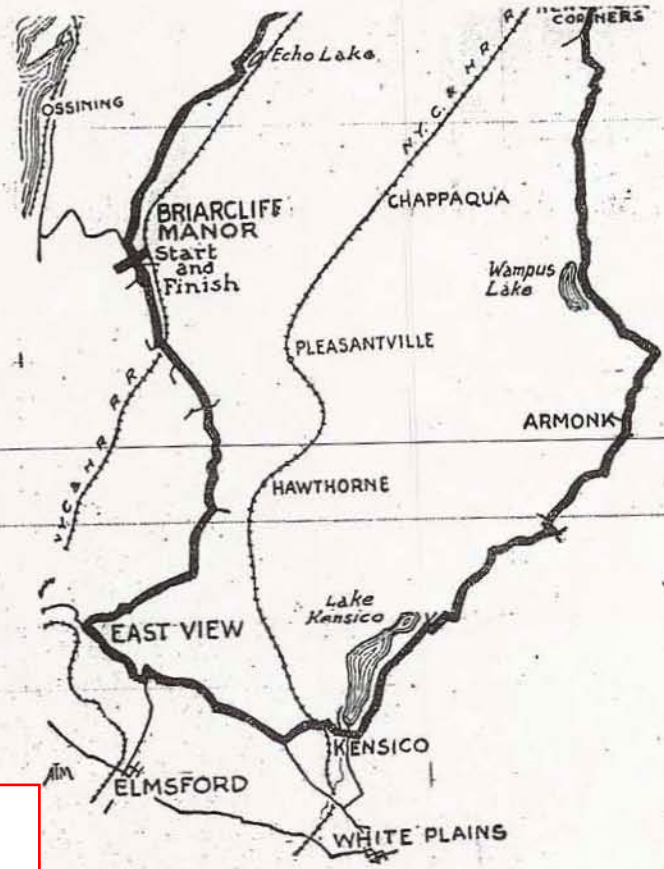
"DISQUALIFICATION.—Disqualification for any infraction of the foregoing rules shall debar the offender from participation in any and all of the awards for the event in which he competed."

The sanction for the Briarcliff race, was granted by the racing board upon the application of Robert Lee Morrell, to whom the racing board will look for the enforcement of the racing rules under which this contest is to be conducted, and for the taking of all necessary precaution for the safety of the drivers and spectators. While the A. A. A. racing board has no part in the management of the race, it will look to those responsible for the conduct of the affair to comply exactly with the rules under

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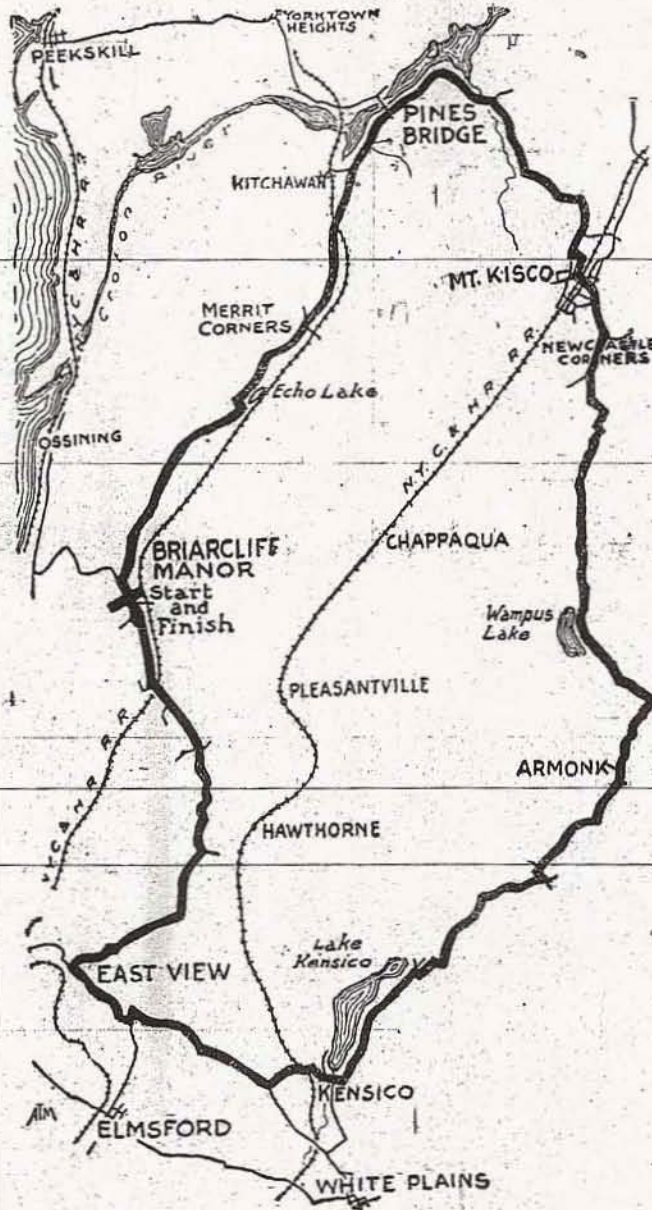
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