

MULTITUDES OF MEN AND WOMEN BUILD FIRES A. Westchester Turned Into Vast Picnic Ground by 200,000

APRIL 25, 1908.



OUT FOR THE NIGHT
lined to See Briarcliff Race



Snapshot showing Barney Oldfield, in a Stearns car, approaching the reviewins
Manor, and giving an idea of the crowds that were gathered at every g

STORY OF BRIARCLIFF RACE, LAP BY LAP WITH THE TIME GIVEN ROUND

Position.	Car	Driver.	1	2	3	4	5	6
1	India	Strang	49.42	48.23	49.18	48.39	48.38	49.25
2	China	Oldfield	50.01	50.02	50.00	54.44	49.25	47.99



THE NIGHT Briarcliff Race

Snapshot showing Barney Oldfield, in a Stearns car, approaching the reviewing stand at Briarcliff Manor, and giving an idea of the crowds that were gathered at every good vantage point.

STORY OF BRIARCLIFF RACE, LAP BY LAP, WITH THE TIME GIVEN ROUND BY ROUND

Position,	Car	Driver,	1	2	3	4	5	6	7	8	Time,
			M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	
1.	Stoddard	Strang	49.42	48.23	49.18	48.39	48.38	50.21	48.43	49.26	314.18
2.	Fiat	Cedrino	55.01	50.03	50.09	54.44	49.25	47.23	47.16	46.48	321.05
3.	Steamus	Vaughan	52.12	50.15	49.43	53.56	51.50	48.34	48.52	52.50	328.29
4.	American	Lyle	52.00	60.17	52.01	61.11	50.26	50.56	49.25	61.38	339.15
5.	Bianchi	Sartori	58.15	53.14	54.29	57.05	54.31	52.17	41.55	51.59	355.45
6.	Simpson	Seymour	49.56	50.31	50.05	61.48	49.56	49.36	49.18	—	360.50
7.	Steamus	DeLand	53.16	52.01	51.01	60.09	49.14	50.96	50.13	—	371.03
8.	Isotta	Poole	51.04	64.54	49.03	50.39	51.31	49.19	56.41	—	372.26
9.	Isotta	Harding	53.51	61.31	53.11	51.18	57.97	57.39	53.51	—	384.07
10.	Lozier	Michener	58.39	54.17	56.21	52.12	52.11	55.12	54.10	—	385.34
11.	Steamus	Whitfield	52.47	51.29	51.15	69.57	51.15	58.16	56.03	—	392.48
12.	Ind. Tach	Hillhurst	56.04	55.11	56.29	58.14	56.29	60.09	—	—	398.16
13.	Renault	Elcock	58.16	53.43	56.51	55.29	59.31	57.19	57.01	—	400.24
14.	Henz	P. Madall	62.62	55.18	51.28	62.20	54.27	55.29	61.39	—	408.35
15.	Thomas	Roberts	62.27	60.13	50.17	59.97	57.29	55.21	57.31	—	412.36
16.	Tennant	Berwin	69.38	59.23	57.18	56.10	60.27	66.51	57.16	—	418.03
17.	Panhart	Robertson	57.18	72.44	62.38	70.20	65.35	68.06	—	—	388.01
18.	Simpson	Watson	185.31	55.40	50.07	51.62	50.41	—	—	—	403.84
19.	O. K.	De Palma	53.33	52.02	54.41	53.51	—	—	—	—	224.11
20.	Lozier	Mulford	54.17	51.16	57.01	64.59	—	—	—	—	230.86
21.	Major	Murphy	51.31	50.56	54.51	—	—	—	—	—	157.18
22.	Fiat	Parker	54.09	82.12	70.53	—	—	—	—	—	206.52

igue Roberts, in a Thomas car, above. To the left is a snapshot showing Paul Sutton's car, which was damaged when his car skidded and ran into the press stand. A picture of Al Poule, to the right, is shown.

If some of the burden was greater than the strength of the engine, and they hung on the steep grades until other engines had passed them up.

Isotta, with the exception of the crowds that it drew, brought out no particular note where they spent the rest of the day.

It was just as soon as the course was

stands. They were either very comfortable or uncomfortable, or possessed of a certain color of the skin, or the hate of the slope of the zigzag, but, as if by miracle, or on the side of the road. In many cases, the entrances to the hotel were closed, at the hotels along the route, to admit horses in the granaries to leave, way back from their faces and to run for the sweep. Fresh turnips were a welcome meal.

This part of the course was made more

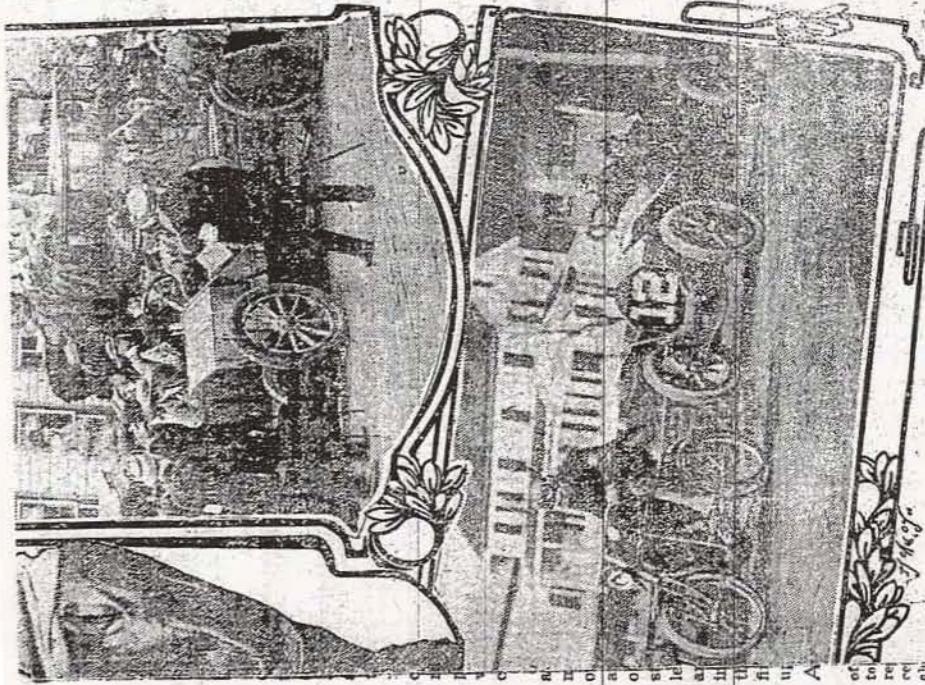
Lewis Strang, Isotta, Apperson, Ralph Mulford, Lozier, Barney Oldfield, Stearns, Montague Roberts, Thomas, Simplex, Emanuel Cedrino, Bergdoll.



Snapshot showing Barney Oldfield, in a Stearns car, approaching the reviewing stand at Briarcliff Manor, and giving an idea of the crowds that were gathered at every good vantage point.

STORY OF BRIARCLIFF RACE, LAP BY LAP, WITH THE TIME GIVEN ROUND BY ROUND

Position.	Car.	Driver.	Time.								
			1. Isotta	2. Stearns	3. M. S.	4. M. S.	5. M. S.	6. M. S.	7. M. S.	8. M. S.	
1.	Flat	Strang	49.42	48.23	49.18	48.30	48.38	50.21	48.43	50.21	214.18
2.	Flat	Cedrino	55.01	50.03	50.09	54.44	49.25	47.22	47.16	46.48	221.05
3.	Stearns	Vaughn	52.13	50.16	49.43	52.56	48.15	48.22	48.12	52.50	229.29
4.	Apperson	Lytle	52.09	60.47	52.01	61.21	60.30	60.36	49.95	61.32	239.18
5.	Blanch	Sartori	58.15	53.14	54.29	57.06	54.31	62.17	51.65	61.69	253.46
6.	Simplex	Seymour	49.56	50.31	50.05	61.48	49.56	49.16	49.18	—	—
7.	Stearns	Leeland	63.16	52.01	60.09	43.14	55.06	50.33	—	—	371.03
8.	Isotta	Poole	51.01	51.01	51.01	51.19	51.49	51.49	56.41	—	—
9.	Isotta	Harding	53.54	61.31	53.14	51.18	57.07	52.19	63.51	—	284.20
0.	Lozier	Michener	58.30	54.17	56.21	52.12	52.14	57.13	56.10	—	385.34
1.	Stearns	Hilliard	63.47	51.39	51.15	69.57	51.15	58.45	56.09	56.01	292.48
2.	Hol-Tan	Hilliard	66.07	56.04	55.41	56.29	68.14	61.39	60.09	60.01	298.16
3.	Bennett	Biegert	68.16	55.48	66.54	66.29	69.34	67.19	57.04	60.01	402.24
4.	Benz	Thomas	52.02	53.18	578.38	62.29	64.27	56.29	64.30	60.85	408.26
5.	Thomas	Robertson	60.13	60.17	59.07	57.29	56.22	57.31	—	—	412.36
6.	Renault	Derwin	59.38	59.23	57.43	56.40	69.40	67.16	67.16	68.01	418.03
7.	Panhurst	Robertson	57.44	62.48	70.20	65.35	66.56	—	—	—	388.04
8.	Simplex	Watson	186.31	55.40	50.07	61.52	60.44	—	—	—	403.84
9.	O. K.	Do Faivre	83.33	62.03	64.41	63.54	—	—	—	—	224.11
0.	Lozier	Mulford	64.17	61.16	63.04	64.59	—	—	—	—	230.86
1.	Major	Murphy	61.31	50.56	64.51	—	—	—	—	—	157.88
2.	Flat	Parker	54.09	82.12	70.02	—	—	—	—	—	206.02



Motor-cyclist racing Mount Kisco town. Above is a snapshot showing Paul Sartori repairing a tire which was damaged when his car skidded and scattered the crowd near the press stand. A picture of Al Poole, a motorist in this motoring tops, is also shown. Some of the border was broken in the heat of the struggle.

he question that he had exploded a tire, was answered when he whizzed off, and the steep grade and other obstacles stalemated him. After driving him a mile away and pulled them off, with the automobile's upperworks flattened, he started to get out of the way just to flatten them again. In the distance they could find nothing but an ugly mix-up.

Nine-tenths of this section adopted gets, while the other methods, some of the fancier kind, even though it might be a remnant, number of arrests.

While the less pretentious prevailed, were abandoned. They were two for 25 cents; mille choes, camp fires blazing along the route had received a large patronage from those who had not provided their own food.

There were 25 cents a coke, chewing gum, 15 to 25 cents sandwiches, 10 to 25 cents a cup. Watched out, and coffee 15 cents a cup. Whether or not, they had some meat with rusks, ham, codfish, bread, cheese, and beans, dinner, and fresh wood, was brought and the attention of the crowds, but to get their meal on, the travellers lay within the range of warmth and sleep.

Looked like boom town. Some of the buntless, however, lit themselves up, racing up and down the steep grade and their parapetts until the game ended and their parapetts, in turn, the gaudy night of illumination that was the scene of action. The trains pulled up panting, with the men who had been watching the match, shouting, "Give us some more, give us some more."

For the first time in the open air or upon the second time in the open air or upon

In the afternoon, the men who had been watching the match, shouting, "Give us some more, give us some more," were indeed those from the city, and here indeed those from the new town. The men who had been watching the match, shouting, "Give us some more, give us some more," were indeed those from the city, and here indeed those from the new town.

Looked like boom town.

Looked like boom town.

So now it was the night of the buntless, with the men who had been watching the match, shouting, "Give us some more, give us some more."

So now it was the night of the buntless, with the men who had been watching the match, shouting, "Give us some more, give us some more,"

Snapshot showing Barney Oldfield, in a Stearns car, approaching the reviewing stand at Briarcliff Manor, and giving an idea of the crowds that were gathered at every good vantage point.