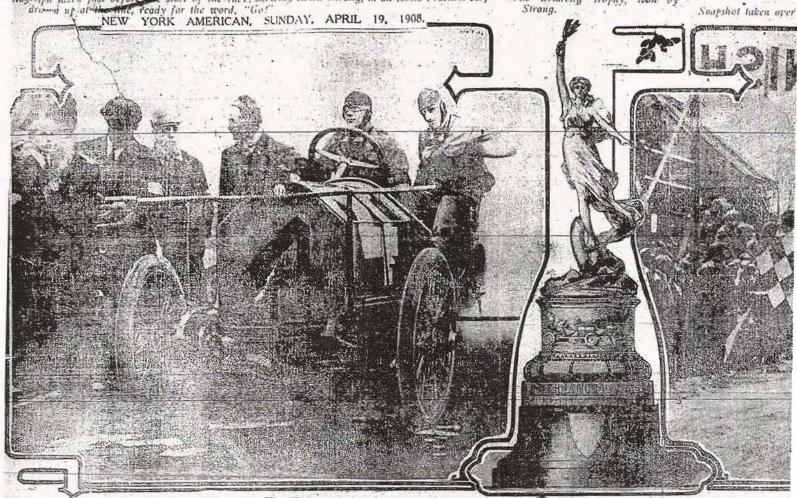
ver 259 Miles of Twists and Sharp Curves start of the race, showing Lewis Strang, in an Isotta-Frachini car, The Briarcliff trophy, won by me, ready for the word, Snapshot taken oper NEW YORK AMERICAN, SUNDAY, APRIL 19, 1908.



LINE COURSE

len Hurled Out of Simplex Machine Have Miraculous Escape from Death,

Continued from Page 1.

d, and his mechanic to one side of e road. The heavy car fell with a ash within inches of the prostrate dies of the men. Their escape was arvellous.

LDFIELD SCRAPES GAINST LOCOMOTIVE.

Barney Oldfield, driving his car at its speed, had the fractional part of a to make at decision that might grade crossing for which be was cing at a speed that knew no sudden secking. He steered a straight course, id the wheels of his car crossed the aint of the cowentcher of the locomo-The car bung at an abrupt angle r a moment, then settled itself, and rain death had been chented.

Dan Murphy, in the Maja car, erashed a rewheel beneath him by the force thrown on it when he took an abrupt curve at id its occupants were thrown out chepd.

her were unhurt.
Other cars were ditched while running at II speed. At the dangerous cutves, twistig if kinks of the course reckless speciators at the dangerous cutves to death

00,000 PERSONS Winner Praises the Bravery Shown by His Mechanician

L EWIS STRANG, winner of the great Briarcliff race, said, after he returned to his camp?

"I am very glad I won, and although I knew my position at every lap I was not sure of victory until I passed the winning post. The system of telephoning and signalling enabled me to keep touch on my

"I owe a good deal of my success, perhaps, to my mechanician, John Marquis, whom I consider the best in the world. The only two mishaps I had he fixed while we were going at full speed. One was a break in a strap at the back of the car. He crawled back and cut loose the piece of leather. Later the bruke bolts became loose and again he risked his life. While we were travelling at perhaps eighty-five miles an hour he crawled under the car and adjusted those bolts.

"I think the roads the worst I ever have raced over. Part of them appeared little better than cowpaths. Other parts resembled swamps, and still another looked like a prairie.

"My fastest speed was eighty-five miles an hour on the stretch near Mount Kisco, about the only straightaway mile on the course.

CEDRINO DELAYED.

E MANUEL CEDRINO, who piloted the Flat car a close serond to the race, said:

I am satisfied. I am surprised that the car kept up on such terrible roads. I should have won the race, perhaps, but for two mishaps. In the first lap I broke the ignition spring which cost me about five minutes, and in the last lap my pressure gauge snapped, necessitating a halt of nearly four minutes. I had to stop five minutes on the fourth lap to take gasoline.

"Notwithstanding this I could have done much better but for the roads and the fact that at the railroad crossing, near Pine Bridge, there

Like Strang, Cedrino gave much credit to his mechanician, Charles

teenth Regiments, who had given their He responded with examples of spectneular time to aid in the success of the race, driving that were universities. Never once time to aid in the success of the race, driving that were universities.

with a cry, and the car was taken into the ditch. It was some minutes before the trouble was remedied, and the accident had much to do with the result of the race.

STRANG'S RED CAR ALWAYS ON TIME.

ALWAYS ON TIME.

Hardly had the Bianchl gotten under way amid cheering when the Lozier. No. 7. driven by Michener, met exactly the same fate at the same place and in the same manner. Again, the crowd fell back, but the moment the Immediate danger seemed to be over, flocked back again, and the marshals were put to a test to get the spectators out of danger.

Every car that started, with the exception of the Simplex No. 22 passed inc grandstand on the first lap, all of them making good time. But on the second lap the trouble began, and with the exception of that red car, the Isotta, with the crouble began, and with the exception of that red car, the Isotta, with the country of the second lap the trouble began, and with the exception of that red car, the Isotta, with the country of the second of the manute of time.

At one time the Simplex was close enough to threaten the leader! Again Yauthan was within striking distance, and Lytle made up ground on a spart, but always the red car appeared first and dashed out its way.

RACE SHARPENED

RACE SHARPENED WINNER'S APPETITE.

When the last three rounds were to be run, another red car went rocketing after run, another red car went rocketing after the leader. It was the Plat No. 2, airee, by Cedrino. This drive hid according to rockets, writed for the lost to come her to him and an driven a very careful race. We then and a driven a very careful race. We then word all restraint and did some of the most daring driving of the race. He most daring driving of the race. He was two laps in the fastest time of the race. But Strang was still running easily, and finished the race an undoubted winner amid great cheering. The positions of the other rive cars were in doubt until they had crossed the line and the time had been taken.

Sixteen cars were in a condition to finish

Sixteen cars were in a condition to finish he race, but as the crowds overran the

when the race was called o'clock, because spectators with the contract. Of those remainthree were on their last lap y was stopped.

The standing of the rars time and number of laps coverace was stopped, is as follow.

| Onler of | |
|--------------|---------------------------------------|
| Finish, Car. | Driver. |
| L Isotta | Strang |
| | t edeing |
| | |
| | Vanghun |
| 4Apperson | I.sue |
| 5 Rianchi | Sartori . |
| | Sevenour |
| T Stearns | Leland . |
| | |
| Contributta | Poole |
| Dlistia | Itaring |
| 10 largier | |
| 11Stearns | (tidtield |
| 12 Hol-Tan | Localibid Halliand |
| | Black |
| 14Benz | Persalalu |
| | |
| | a cardiolytte |
| IS Renault | |
| 17 Panhard | www. Residentiston |
| 18 Simples | Watsom |
| 10 A. K | |
| 20 Lozier | Markant |
| -0 | · · · · · · · · · · · · · · · · · · · |
| 21 Maja | Marphy |
| 410 + 350 | |

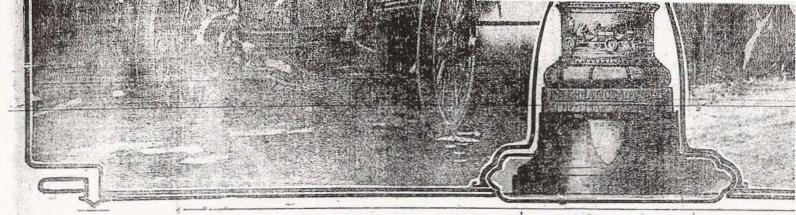
No One Hurt During Ra

Take it all in all, it was markable automobile race evworld, as the course, which to be a perfect death trap, a a single bad accident. Not a far as known, was either kill which speaks volumes for management of Robert Lee M gool work performed by the Tryenfr second—and Thaments and an army of spunder charge of Detective Ca Two or three of the driven the second speaks were badly shaken a suffered any serious injury. Honors were about equal tween foreign and america Italian cars tilashed in flext, eighth and ninth positions; finished third, fourth, sixth tenth, which is a herier sho country has ever made before national rice. It proves the endurance American variant at heat produced guicour.

Sixtren cars were in a condition to fluish the race, but as the counts che recovered the first course the race was called off to prevent accident, after five had finished. Strang when he brought his car back, was given an avation.

"How do you feel" was the first question put to him.
"I feel pretty hungry. You see, I haven't had anything to cat since 3 o'clock this norming."

In every way the race was a successful one. The policing of the rands was better done than at any other event of the kind. Robert Lee Morrell, chairman of the living. Robert Lee Morrell, chairman of the living the living the living the cliff Cup Commission, was declared the



LINE COURGE

Men Hurled Out of Simplex - Machine Have Miraculous Escape from Death.

Continued from Page 1.

son, and his mechanic to-one side of the road. The heavy car fell with a crash within inches of the prostrate odies of the men. Their escape was

OLDFIELD SCRAPES AGAINST LOCOMOTIVE.

Barney Oldfield, driving his car at its highest speed, had the fractional part of a second to make af decision that might have cost him his life. A train was near-ing a grade crossing for which he was racing at a speed that knew no sudden checking. He steered a straight course, and the wheels of his car crossed the point of the cowentcher of the locomotive. The car bung at an abrupt angle for a moment, then settled itself, and again death had been cheated.

Dan Murphy, in the Maja car, crashed a forewheel beneath him by the force thrown upon it when he took an abrupt curve at full speed. The car plowed up the road, and its occupants were thrown out ahead.

and its occupants were thrown our maco. They were unburt.

Other cars were ditched while running at full speed. At the dangerous curves, twistig and kinks of the course reckless spectators presented themselves as marks for death. The skidding cars brushed them, covered them with dust and cil, but always lacked the hair's breadth space that lies between a lucky escape and a tragedy.

REPAIRS MADE AS CAR WHIRLS ALONG.

The risks were not all unconscious ones. The drivers knew well what was required

The risks were not all unconscious ones. The drivers knew well what was required to win the race, and did not hesitate to set when their position in the race was at rane. It was this daring that materially sided Strang in wioning the race.

A strang fastening the tool box to the rear of the tar he was driving worked loose and was in danger of becoming entangled with the driving chain. If I did no one could foretell the consequence. The rapid beats of the engine of a pursuing car could be hemrel painly behind him. To ston meant to lose his position.

Strang touched Narquis, his mechanic, and nodded best at the dangling strap, and nodded best at the dangling strap, where it is not to the other, and jumping and skidding over risk and rough places. The mechanic roughed him to the other, and jumping and skidding over risk and rough places. The mechanic roughed him his pocket and pulled our a fairte. He opened it and with the fairle held between his teeth, cruwled back over the rocking body of the car. Holding himself with one hands downward. The strap droves by principal to the pand.

NG LOSES BRAKE, EEPS TRAVELLING

200,000 PERSONS Winner Praises the Bravery Shown by His Mechanician

T EWIS STRANG, winner of the great Briarcliff race, said, after he returned to his camp?

"I am very glad I won, and although I knew my position at every lap I was not sure of victory until I passed the winning post. The system of telephoning and signalling enabled me to keep touch on my competitors.

"I owe a good deal of my success, perhaps, to my mechanician, John Marquis, whom I consider the best in the world. The only two mishaps I had he fixed while we were going at full speed. One was a break in a strap at the back of the car. He crawled back and cut loose the piece of leather. Later the brake bolts became loose and again he risked his life. While we were travelling at perhaps eighty-five miles an hour he crawled under the car and adjusted those bolts.

"I think the roads the worst I ever have raced over. Part of them appeared little better than cowpaths. Other parts resembled swamps, and still another looked like a prairie.

"My fastest speed was eighty-five miles an hour on the stretch near Mount Kisco, about the only straightaway mile on the course.

CEDRINO DELAYED.

E MANUEL CEDRINO, who piloted the Fiat car a close second to the

I am satisfied. I am surprised that the car kept up on such terri ble roads. I should have won the race, perhaps, but for two mishaps. In the first lap I broke the ignition spring which cost me about five minutes, and in the last lap my pressure gauge snapped, necessitating a halt of nearly four minutes. I had to stop five minutes on the fourth lan to take gasoline.

Notwithstanding this I could have done much better but for the roads and the fact that at the railroad crossing, near Pine Bridge, there was no flagman."

Like Strang, Cedrino gave much credit to his mechanician, Charles Capra.

teeath Regiments, who had given their time to and in the success of the race, tried to drive the crowd back. In a moment musiahe and men were in a mix-up. Ohobs we used and blows exchanged to the right and properly the result of the affray, and had not their identity been discovered the might that we suffered from race they might have suffered from results.

In a few minutes the course was cleared, and shortly after 5 o'clock, with the san showing like a red hall suspended in the haxe as sign that the roads were ready for the gilding and shidding cars, the Blandin, No. 1, was rolled up to the starting line. In its coat of drab gees, stripped to the last ounce, and with its engines spluttering and spitting smoke and fame, the crowd in the last ounce, and with its engines spluttering and spitting smoke and fame, the crowd and once saw that racing matchines and not carryalis were to compete, and seet up a choer. In response to the word, the clutch ratified, the car jumped forward and almost accident. It was a brief report that Car ratified, the car jumped forward and almost instantly climbed out of sight over the hill an eighth, of a mile away.

He responded with examples of spectacular driving that were hair-raising. Never once did the angle of the eight between his his teams on the slightest. He had set his teeth upon it at the start and they did not move the fraction of an inch in the six hours of heartbreaking speed over the break-neck course. But the public favorite did not finish with the first flight

with a cry, and the car was taken into when the race was rathe ditch. It was some minutes before the o'clock, because special trouble was remedied, and the accident had much to do with the result of the race.

There were on their hist three were on their hist

STRANG'S RED CAR ALWAYS ON TIME.

ALWAYS ON TIME.

Hardly had the Bianchi gotten under way amid cheering when the Lozier, No. 7, driven by Michener, met exactly the same fate at the same place and in the same manner. Again, the crowd full back, but the moment the immediate damps seemed to be over, flocked back again, and the marshals were put to a test to get the spectators ont of danger.

Every car that started, with the exception of the Simplex No. 22, pussed the grandstand on the first lap, all of them making good time. But on the second hap the trouble began, and with the exception of that red car, the Isotta, with its crouching erew, positions began to change apply. The Isotta-like a top figure in a mechanical clock, appeared and disappeared almost on the minute of time.

At one time the Simplex was close enough to threaten the leader! Again Vauchan was within striking distance, and Lytie made up ground on a spurt, but always the red car appeared first and mashed on its way.

RACE SHARPENED

RACE SHARPENED WINNER'S APPETITE.

When the last three rounds were to be run, another red car went rocketing after the leader. It was the Fiat No. 2, drive, by Cedrino. This drive, by Led. according from the leader. It was the Fiat No. 2, drive, by Cedrino. This drive, bed. according from the leader of the leader, however, he threw off all restraint and did some of the most daring driving of the race. He made the last two laps in the still running of the race and inshed the frace an undoubted witner amid graded the frace and the time had been after the cars were in doubt until they had crossed the line and the time had becomes the race was called off to prevent accident, after five had finished. Strang, when he brought his car back, was given an ovation. "How do you feel" was the first question put to him.

"If eel pretty hungry. You see, I haven't had anything to cut since 3 o'click this morning."

In every way the race was a successful one. The policing of the roads was better When the last three rounds were to be

In every way the race was a successful one. The policing of the roads was better done than at any other event of the kind. Robert Lee Morrell, chairman of the Briangliff Cup Coumbision, was declared the man who had made the success of the race possible and was warmly congratulated by every one concerned. How the Race Was Run and Won, as Seen by an Expert Seen by an Expert By Duncan curry. By Duncan curry.

With the speed of a gull on the wings of a hurricane Lewis Strang, in an Italian Isotta car, owned by John II. Tyson, swept over the hills and dales of Northern in his Stearing and Lytle Westchester County yesterday and captured did the best work. Bare

instantly clinibed out of sight over the hill and dries of Northern an eighth of a mile away.

ENGINES POP LIKE

MACHINE GUNFIRE.

The second car was on the scratch, and at minute intervals they were sent-away in a cloud of smoke and with their exhausts volleying sharp reports with the rapidity of a machine gun.

All of the cars lived up to the standard set by the Blanchi. They were stripped and if of the cars lived up to the standard set by the Blanchi. They were sent-soft gray, red, light drab and white and stripped and if of the cars light drab and white and stripped and if of the cars light drab and white and stripped in the straight of the straight of the standard set by the Blanchi. They were stripped and if the race of the straight o

was stopped. The standing of the

| ma. Bust Britishes, of | littles. |
|---|----------|
| nee was stopped, is | Its 1 |
| refer of | |
| Finish, Cur. | Tree |
| L Isotia | . Marrie |
| I Soria 2 Pins 3 Stearns 4 Apperson 5 Wanneld 6 Simplex 8 Stearns 8 Stearns 9 Isolia 9 Lorse 1 Sicarns 1 Hol-Tan Remails 1 Hogy | |
| S Stearns | V .n |
| 4 Apperson | · L.23 |
| 5 Biancial | SAII |
| Beer dimplex | . Sec. 1 |
| ferri Strarus | liela |
| Range Destination | . 1 .0 |
| Been India consess. | Har |
| Verselector essesses | · Man |
| 1 Stearns | + (114 |
| 2 lim-ran | 11:11 |
| decimal | + Hiles |
| 4. Rengal 5. Themas 6. Remait | 45-11 |
| discount and section and and and and and and and and and an | |
| 7 12 Hards and | a 4501 |
| 7. V. Panhard | 45.12 |
| D. A. W. | 730 |
| 8. Simples a. A. K. 50. Lorier | 57.00 |
| 1 Maia | Mari |
| 11 Maja 22 Piat | 100 |
| | |

No One Hurt During

Take it all in all, it markable automobile race vorld, as the course, wh

world, as the course, wh
to be a serfect death tra
a single bad accident. N
far as known, was either
which speaks volumes 1
management of Robert Le
good vorte performed by
the Teyent second—and
ments and an array of
under charge of Detective
Two or three of the
chanics were badly shake
where the service of the
chanics were badly shake
unfered any serious lujor
Hopers were about eq
tween foreign and Ame
Italian vars thished in a
cight and olinth position
dished third, fourth, si
tenth, which is a letter t
country has ever made to
national tace. It proves
endurance American ears
man produced the service of the country has ever made
to attend the service of the country has ever made to
account to the service of the country has ever made to
account the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has ever made to
the service of the country has every the service of the country has every
the service of the country has every
the service of the country has every
the service of the country has every
the service of the country has every
the service of the country has every
the service of the country has every
the service of the country has every
the service of the service of the country has every
the service of the country has endurance American cars

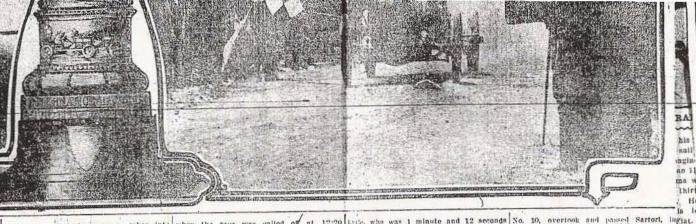
Cedrino Delayed Too

Strang and his Isotta at the start, and held first the race. Driving in Mich no rire trouble during t

Accidents Were Expe-

Outside of Strang and in his Stearns and Lytle

Lewis Strang, Barney Oldfield, Briarcliff, Emanuel Cedrino, Isotta, Ralph De Palma,



with a cry, and the car was taken into the ditch. It was some minutes before the trouble was remedied, and the accident had much to do with the result of the race.

STRANG'S RED CAR ALWAYS ON TIME.

Hardly had the Bianchi gotten under war amid cheering when the Lezier, No.

tianily and the Brancht gotten under way amid cheering when the Lozier, No. 7, driven by Michener, met exactly the same fate at the same place and in the same manner. Again, the crow-i felt have been to be over, flocked back again, and the marshals were put to a test to get the spectators out of danger.

Every car that started, with the exception of the Simplex No. 22 pussed the grandstand on the first lap, all of them making good time. But on the second hap the trouble began, and with the exception of that red car, the Isotta, with Its crouching crew, positions began to change rapidly. The Isotta-like a toy figure in a mechanical clock, appeared and disappeared almost on the minute of time.

At one time the Simplex was close enough to threaten the leader! Again Vauthan was within strilling distance, and Vauthan was within strilling distance, and larger the red car appeared first and lashed on its way.

RACE SHARPENED

RACE SHARPENED WINNER'S APPETITE.

When the last three rounds were to be run, another red ear went rocketing after the leader. It was the Flat No. 2, drive, by Cedrino. This drive! had according to onliers, waited for the Isotta to come back to him, and had driven a very careful race. When he went after the leader, however, he threw off all restraint and did some of the most daring driving of the race. He made the last two laps in the fastest time of the race. But Strang was still running easily, and finished the race an undoubted winner amid great cheering. The positions of the other live cars were in doubt until hey had crossed the line and the time had been taken.

Sixteen cars were in a condition to finish another red car went rocketing after

been taken.

Sixteen cars were in a condition to finish the race, but as the crowds overeas—the course the race was called off to prevent accident, after five had finished. Strang, when he brought his car back, was given

when he brought his car back, was given an ovation.
"How do you feel" was the first question put to him.
"I feel pretty bungry. You see, I haven't had anything to eat since 3 o'clock this morning."

morning."

In every way the race was a successful one. The policing of the roads was better done than at any other event of the kind. Itshert Lee Morrell Chairman declared the ring who had made the success of the race possible and was warmly congratulated by every one concerned.

How the Race Was Run and Won, as Seen by an Expert

BY DUNCAN CURRY,

With the speed of a gull on the wings of a burricane Lewis Straug, in an Italian Isotta car, owned by John II. Tyson, awept over the hills and dales of Northern Westchester County yesterday and captured the Briarcliff Trophy, representing the stock touring car championship of the United

stock touring car championship of the United States, from a deld of twenty-two cars. These were types of the best ears that America and Europe can produce.

Straing covered the 250.2-inite course in 314 inhintes 18 seconds, or at the rate of 40½ inites per hour, deducting the thinspent in the Mount Riscu control. Financial Cedrino, in a Fini Initian enr. was second in 221 minutes a second—1 minutes of seconds—1 minutes of the second in 221 minutes a second—1 minutes of the second in 121 minutes a second and appears of the second in 221 minutes. Herefully the second in 128128. Herefully 12416, it and Apperson car, was fourth in 332-15, and Sartant in a Bianch, fifth in 332-15, and Sartant in a Bianch, fifth in 332-15, and the full distance of cight lays, though not be full distance of cight lays, though as

when the race was called of at 12:20 o'clock, because speciators were crowding the course. Of those regarding, all but three were on their last lap when the race

was stopped,
was stopped,
The standing of the ears, with their
time and number of laps covered when the
prace was stopped, is as follows:

| 3 | Order of | Time. |
|----|---|----------------|
| H | Finish, Car. Priver, Laps. | 34.8. |
| d | 1 Isotra Strang | 3:14:18 |
| 1 | 2 Fiat t edino S | 3 21 05 |
| Н | ZStearus I suchan S | THE WAY IT |
| d | describing sections and allegan second | 3.29:15 |
| 1 | 4 Apperson Lytte 8 | 85 Jane 1 5 45 |
| e | 5 Nianchi Sartori S | 27M299 |
| я | ti Simplex Sermour? | 2300 200 |
| Н | L. StrarusLeland | 2:71:03 |
| И | S Isotta Poole | 2.72.49 |
| Ч | 9ladia | 35-1307 |
| 1 | 10Lexict | |
| Я | IN INCIES | 3 42 48 |
| 3 | | |
| Н | | 323330 |
| ü | | 4.307.234 |
| d | | 4 38 55 |
| 31 | 15 Thomas haberts | 4:12:36 |
| ч | 16 Repunit Bernin | |
| Ы | 17. S. Panhard Noberison 6 | |
| ď | | |
| 5 | 18 Simplex Watson | 4 310 54 |
| Н | 10 A. K., De Palma 4 | 2:24:11 |
| ٠ | 20. 1. Lozier Motford4 | |
| 3 | 21 Maja Murphy R 22 Fiat Parter 3 | 1:57:18 |
| J | no Pint Parker 3 | 2:06:52 |
| Н | *************************************** | |

No One Hurt During Race.

markable automobile race ever held in the world, as the course, which w... supposed to be a ferfect death trap, did not furnish a single bad accident. Not a spectator, so far as known, was either killed or injured, which speaks volunies for the excellent management of Robert Lee Morell and the good brork performed by the members of the Teyent's second-and Thirteenth regiments and an army of special deputies under charge of beteetive Canaling.

Two or three of the dirives and mechanics were badly shaken up, but no one suffered any scripus higher a cars. The Italian cars flashed in first, second, fitth, terminal and aluming sitions; while America ninished third, fourth, sixth, seventh and teath, which is a letter showing than this country has ever made before in an international race. It proves that he speed and endurance American cars are equal to the Rest produced abroad.

Cedinio Delayed Too Long. Take it all in all, it was the most re

he Moja had to whose decision where, colors where, colors where, colors where, colors where, retriend, having been injured while ranking his car.

Seyment and his Simplex ran into actree in the very first round, but after an absence of three hours he continued the rare not completed six laps.

The Allen-Kingston sanashed its front axio in the fearth round, and the Parker Finteried on the sixth round through cylinder posible.

midde.
Libe Shearns frio, driven by Vaughan, Le-nd and Alfred, made a particularly good low-line, finishing in third, seventh and creath places, respectively.

Women Faint When Simplex and 2 Men Turn a Somersault

lugiat.

who was I minute and 12 seconds No. 10, overtook and passed Sartori, billiol the leader, while Seymour, in his Blanchi, No. 1, on the second lap, buples, was in third place. Every one was looking for accidents, but she result to the fourth round, when a Moja had to withdraw because of a size wheel. In the same round Mulford, of the seler, refired, having been injured while auxising his car. VGG'S aver Autos Knocked Into Berge Ditch by a Racer award derson

Owing to the long straigh; stretches out mad ther side of Armenk, some of the greater

Owing to the long straight stretches one made either side of Armonik, some of the greatest bursts of speed shown in the rare troog offs, place through that village. Several thrill idersoling struggles between the rarbin cars are curred almost at the junction of its only Olding two streets. Five thousand spectators here, old in two streets. Five thousand spectators here, of the dered the six miles of road from Armonik in get to Valhalia.

The reckless efforts of the driver of car aver No. 22, one of the simplex entries, to make up for the time lost by an early mis tap, brought gaspa of fear from the Armonik Clark spectators. For several miles morth of the station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station there, during the lifth lap, No. 23 ner, station lap, station lap, labeled the lap, the lap, labeled lap, l www.ff broke a radius rud on h

his mail

thirt H

68.45 tieth lup. 55.61

been lutured.

Fontaine broke a steering knu65.55 the twenty-first lap. Hughes quit because of a brok oline line.

Wishart had a broken shaft at

Intelligence and American curs. The Intelligence will exhaustical training consistency will of American curs. The Intelligence will exhaust the Intelligence will be Intelligence will