

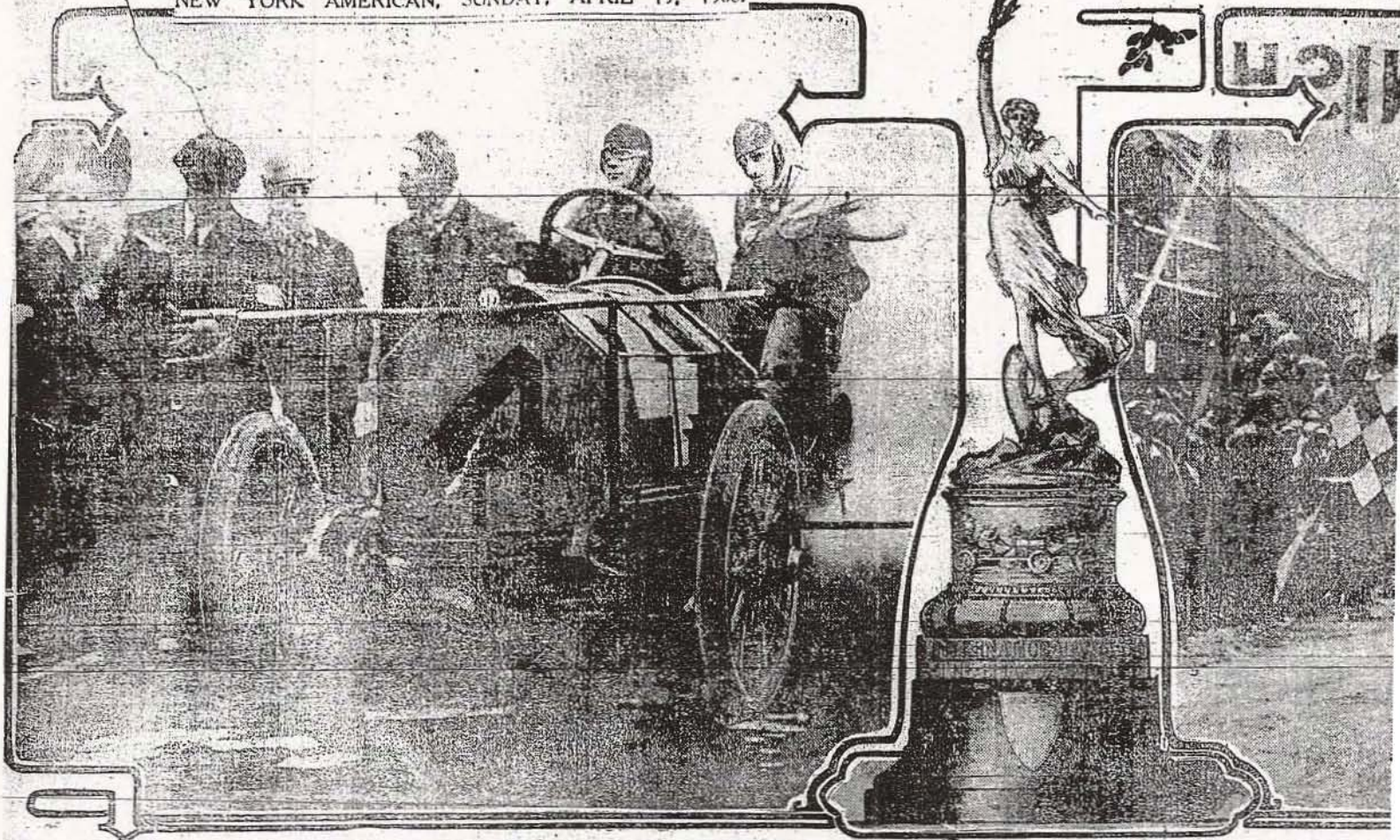
# Strang Whirls Over 259 Miles of Twists and Sharp Curves

Photograph taken just before the start of the race, showing Lewis Strang, in an Isotta-Franchini car, dressed up at the line, ready for the word, "Go!"

The Briarcliff trophy, won by Strong.

Snapshot taken over

NEW YORK AMERICAN, SUNDAY, APRIL 19, 1908.



## 100,000 PERSONS AND 11,000 AUTOS LINE COURSE

Men Hurlled Out of Simplex  
Machine Have Miraculous  
Escape from Death.

Continued from Page 1.

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### OLDFIELD SCRAPES AGAINST LOCOMOTIVE.

Barney Oldfield, driving his car at its greatest speed, had the fractional part of a second to make a decision that might cost him his life. A train was near a grade crossing for which he was clinging at a speed that knew no sudden checking. He steered a straight course, and the wheels of his car crossed the front of the cowcatcher of the locomotive. The car hung at an abrupt angle for a moment, then settled itself, and his death had been cheated.

Dan Murphy, in the Maja car, crashed a few feet 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. They were unhurt.

Other cars were ditched while running at full speed. At the dangerous curves, twists and kinks of the course reckless spectators

## Winner Praises the Bravery Shown by His Mechanician

LEWIS 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 mechanic, 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.

EMANUEL CEDRINO, who piloted the Fiat car a close second in 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 was no flagman."

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

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 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 the 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 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.

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Sixteen cars were in a condition to finish the race, but as the crowd swarmed into the course 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.

"I feel pretty hungry. You see, I haven't had anything to eat since 3 o'clock this morning."

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

when the race was called, 10 o'clock, because spectators in the course. Of those remaining three were on their last lap and was stopped.

The standing of the cars time and number of laps covered race was stopped, is as follows:

Order of Finish.	Car.	Driver.
1.	Isotta	Strang
2.	Fiat	Cedrino
3.	Simplex	Lytle
4.	Alphonse	Lytle
5.	Bianchi	Sutton
6.	Simplex	Sevener
7.	Isotta	Beland
8.	Isotta	Lytle
9.	Isotta	Lytle
10.	Lozier	Michener
11.	Simplex	Lytle
12.	Isotta	Lytle
13.	Renault	Black
14.	Renault	Black
15.	Renault	Black
16.	Renault	Black
17.	Renault	Black
18.	Renault	Black
19.	Renault	Black
20.	Renault	Black
21.	Renault	Black
22.	Renault	Black

### No One Hurt During Race

Take it all in all, it was a remarkable automobile race in world, as the course, which to be a perfect death trap, and a single bad accident. Not far as known, was either kill which speaks volumes for management of Robert Lee Morrell, who performed by the Twenty-second and Twenty-third streets and an army of men under charge of Detective C.

Two or three of the drivers were badly shaken and suffered very serious injury. Honors were about equal between foreign and American Italian cars finished in first, eighth and ninth positions; finished third, fourth, sixth, tenth, which is a better show country has ever made before national race. It proves that endurance American cars are not produced abroad.

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Other cars were ditched while running at full speed. At the dangerous curves, twists and kinks of the course reckless spectators presented themselves as marks for death. The skidding cars brushed them, covered them with dust and oil, 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 to win the race, and did not hesitate to bet when their position in the race was at stake. It was this daring that materially aided Strang in winning the race.

A strap fastening the tool box to the rear of the car he was driving worked loose and was in danger of becoming entangled with the driving chain. If it did no one could forestall the consequences. The rapid beats of the engine of a pursuing car could be heard plainly behind him. To son meant to lose his position.

Strang touched Marquis, his mechanic, and nodded back at the dangling strap. Marquis understood. Strang kept his car at full speed, reaching from one side of the road to the other, and jumping and skidding over ruts and rough places. The mechanic reached in his pocket and pulled out a knife. He opened it and with the knife held between his teeth, crawled back over the rocking body of the car. Holding himself with one hand he leaned over and the blade flashed downward. The strap dropped harmless to the road.

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teeth Regiments, who had given their time to aid in the success of the race, tried to drive the crowd back. In a moment marshals and men were in a mix-up. Clubs were used and blows exchanged. District Attorney Jerome and Judge Corliss were in the midst of the affray, and had not their identity been discovered they might have suffered from raps on the head from the canes of the marshals.

In a few minutes the course was cleared, and shortly after 5 o'clock, with the sun showing like a red ball suspended in the haze as sign that the roads were ready for the gliding and skidding cars, the Bianchi, No. 1, was rolled up to the starting line.

In its coat of drab grey, stripped to the last ounce, and with its engines spluttering and spitting smoke and flame, the crowd at once saw that racing machines and not carnis were to compete, and set up a cheer. In response to the word, the clutch rattled, the car jumped forward and almost instantly eluded out of sight over the hill 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 Bianchi. They were stripped and fit for racing. They wore coats of gray, red, light drab and white and

He responded with examples of spectacular driving that were hair-raising. Never once did the nudge of the cigar between his lips change in 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 heart-breaking speed over the break-neck course. But the public favorite did not finish with the first flight.

### WORD OF ACCIDENT

#### FLASHED TO SPECTATORS.

After all the cars had been sent away the tension was lessened and the crowd began to find amusement until the cry of "Car coming" should again stimulate their nerves.

The first word from the racers was of an accident. It was a brief report that Car No. 22 had been wrecked, "but no one hurt." The announcement that no one had been hurt brought a light cheer. Then the huge sounded and all eyes were directed down the road, where the road cut alongside of a hill, dipped out of sight and rose to an attenuated "S" curve which straightened out in front of the grandstand.

A red splash of color, moving like a dancing sunbeam, showed here and there against the brown of the road. Then it dipped out of sight, and, with a puff of blue smoke, appeared again, taking the curves on the tread of the oil-marked road with its front wheels and swinging in from side to side.

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In every way the race was a successful one. The pollen of the roads was better done than at any other event of the kind. Robert Lee Morrell, chairman of the Briarcliff Cup Commission, 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

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 H. Tysan, swept over the hills and dunes of Northern Westchester County yesterday and captured the Briarcliff Trophy, representing the stock raising car championship of the United States, from a field of twenty-two cars. These were types of the best cars that America and Europe can produce.

Strang covered the 252.2-mile course in 21 minutes 18 seconds, and at the rate of 49.2 miles per hour, deducting the time spent in the Mount Kisco control. Emanuel Cedrino, in a Fiat Italian car, was second in 321 minutes 5 seconds—8 minutes 47 seconds behind the winner. Guy Vaughan, in Fred Church's Stearns car, was third in 328:23. Herbert Lytle, in an Apperson car, was fourth in 339:15, and Surtorf, in a Bianchi, fifth in 353:45.

These were the only cars to complete the full distance of eight laps, though no

when the race was called off, because spectators on the course. Of those three were on their last lap.

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Order of Finish.	Car.	Time.
1.	Isotta	21:18
2.	Fiat	321:05
3.	Stearns	328:23
4.	Apperson	339:15
5.	Bianchi	353:45
6.	Simplex	354:00
7.	Stearns	354:00
8.	Isotta	354:00
9.	Lozier	354:00
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Honors were about even between foreign and American cars finished in eighth and ninth position finished third, fourth, fifth, which is a better country has ever made a national race. It proves endurance American cars best produced abroad.

### Cedrino Delayed Too

Strang and his Isotta at the start, and held first the race. Driving in Miel no tire trouble during the same can be said of Cedrino which used Continentals.

Cedrino, driving under get too far ahead, and Fiat loose in the last lap scored the three fastest laps made his run too late.

Lytle in his Apperson, Watson in his Simplex, Stearns, alternated in so no time until Cedrino made was Strang ever in danger. It is true that the tire made a difference, which speaks volumes of Continental, trans mond products, and when to a few, the tires, the detachable rims with equipped, did not delay than three or four minutes.

### Accidents Were Expe

Outside of Strang and in his Stearns and Lytle did the best work. Earl Stearns, also showed he not lost his cunning, a handling's work was of The race was started in his Bianchi being the away by Starter Fred dispatched the others a tervals.

Strang, who started No. 1, showed that the grand station of the first round, t

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



