

TO HOLD BRIARCLIFF RACE NEXT SEASON

Participants in Great Struggle
Reorganize and Plan to Hold
Event in 1909.

A. A. A. WILL BE IGNORED

Managers Declare Alliance With
Automobile Club of America
and Continue Work.

NEW YORK, July 11.—The participants in the Briarcliff race—at least a majority of them—have organized for the holding of another race for the trophy next year. Clinton F. Wyckof, representing the Stearns car, has been elected temporary chairman, and Sydney D. Bowman, representing the Apperson car, has been chosen as temporary secretary.

Permanent officers have not been chosen for the reason that it may add to the membership of its 1908 committee in the future, and when this is done or negatived a permanent organization will be formed. The importance of the meeting lies in the decision, participated in by representatives of several of the prominent American manufacturers, that there shall be another race.

This, in view of the fact that the American Automobile Association through its racing board several weeks ago, declared that there should be but three contests of national or international character in the year, a decision instigated by American manufacturers, is



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This, in view of the fact that the American Automobile Association through its racing board several weeks ago, declared that there should be but three contests of national or international character in the year, a decision instigated by American manufacturers, is distinctly interesting, as the declaration for the race is opposed to the three events proposition.

A. A. A. Will Be Ignored.

The A. A. A. declared that the events should be the Vanderbilt Cup, the De Mont Thompson stock car event and the A. A. A. tour. The Briarelliff participants will ignore the A. A. A. manifesto. At the same time it is not an alliance with the Automobile Club of America. The latter organization declared that it would hold four events—the Grand Prize race, the Briarelliff, and annual tour, and a hill climb.

It will not hold the Briarelliff, the men who held it last year retaining its management. In a third phase the meeting is interesting, in that it is the first expression of the new organization of the men who do the racing and pay the bills. It is the first declaration of independence.

NEW PACKARD CAR IS ON ROAD

First of 1909 Machines Stands Thorough Test.

Exactly five weeks after the last 1908 Packard motor car went through the final road test, the first car of the regular 1909 output appeared for its tryout. The car was fin-

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Never before were there so many appointments among automobilers who wanted to go on the tour in this case this year on the day before Buffalo. This became notably so at headquarters along Wednesday noon, when all arrangements for transportation and hotel accommodations to be perfected.

Those who had no difficulty in securing tours to secure eleventh-hour transportation on account of some passengers falling to show up at the found the rule reversed this year. happy-go-lucky "Gliddens" making a lively scramble for seats.

When the situation became serious late in the afternoon R. C. Ruescha came to the rescue in the form of an impromptu press entry of a five-passenger touring car. This being driven by R. C. Ruescha and passengers who were fortunate in being assigned to it are N. Fred Robinson and D. Becroft.

Premier Century Going f

The other press car, the Premier Century, provided by Mr. Owen of the Premier Company, is eliciting a favorable comment among those wise in view of the fact that it completed its thirty-eight-mile tour of the century, with 4,290 miles on the odometer. This distance