

**Automobile Notes.**

—Entrants in the Briareliff Trophy race are to be allowed four weeks prior to the race for training purposes over the course before 7 o'clock each morning.

—George Robertson was named yesterday as the driver of the "35" Panhard in the Briareliff Trophy race. A second Panhard of "50" is likely to be entered with Louis Chevrolet as driver.

—It is announced that the selection of a driver for the Apperson "Jack Rabbit" stock car races in the spring lies among George Robertson of New York, Phil Kirk of Philadelphia and D. G. Buck of Chicago.

—Announcement was made yesterday by the New York agent of the proposed stock car race over an eighteen-mile street circuit in the suburbs of Savannah, Ga., that the race will be open to cars and drivers of all nationalities.

—Eastern automobilists may be surprised to learn the extent of the demand in the West for motor buggies and of the preparations to meet that demand. A motor buggy differs from an automobile in that it is a high-wheel buggy with solid tires and a two-cylinder motor of from five to twenty horse power, placed usually beneath the seat. ~~Motor Age of Chicago~~ has prepared a list of twenty-six manufacturers of motor buggies located in Illinois, Indiana and Missouri. The trade names of the vehicles follow: Kiblinger, Hatfield, Holzman, Schnacht, Reliable, Success, Monarch, Fulton, Economy, Postal, Mier, Victor, Albany, Cosmopolitan, Single Centre, Bugmobile, Duer, Gobby, Stayer, International, Lindsley, Neustadt, Everybody's, A. B. C., Union and Snyder.