

BRIGHTON BEACH'S concluding 24-hour race of the season had record speed and a Lozier six-cylinder winner, with another car of the same make as the runner-up. Swept by ocean breezes in late October, the Brighton track did not present an inviting appearance, with the result that the crowds of previous 24-hour races failed to gladden the hearts of the Motor Racing Association officials in the interval between 8 p. m. Friday and 8 p. m. Saturday. But neither the weather nor the absence of spectators prevented the demolition of the American one-mile circular track records, and the course evidenced much improvement and presented a reasonably smooth surface.

The winning Lozier accumulated a mileage of 1,196, which was an improvement of 19 miles over the previous record of Robertson and Lescault, made with the Simplex in October, 1908.

Mulford and Patschke formed the winning combination of drivers, with Cobe and Seymour in charge of the other Lozier, which traveled 1,169 miles and excelled anything previously done on Brighton track this year. Both cars used Diamond tires.

The starting line was graced by the presence of Dr. Frederick A. Cook, of Arctic fame, who for the occasion wielded the official pistol. The nine cars got away to a straggling start and were strung around the track before five miles had been covered. Chevrolet took the lead for ten miles.

Then the Palmer-Singer, with Howard at the wheel, gradually worked ahead and held the lead until the twenty-fifth mile, when Chevrolet again got ahead. The Buick driver kept up his fast pace until he had set new records for one and two hours. Burman with the second Buick was now in second place, and soon after succeeded in passing his team mate, himself making the record for the third hour. Chevrolet had trouble and Seymour and the Lozier slipped into second place.

The first accident occurred before the completion of the first hour. As Cobe drove his Lozier into the homestretch a rear tire flew off and struck him on the head. Cobe was half stunned, but kept control. Seymour took his place after the car had lost nearly a lap. Soon after midnight the Palmer-Singer got into trouble. As this car, with Lescault at the wheel, was rounding the turn into the homestretch its front wheel came off and hurtled into a group of spectators. It struck Miss Alice Roberson, of Brooklyn, fracturing her collar-bone. Lescault handled the car well and brought it to a stop without any further serious results. It resumed racing as soon as another wheel was put on.

The Rainier Company for this race had placed its two star drivers, Disbrow and Lund, on the same car, and had entrusted its second entry to Wally Owen and Charles Bowers. At 6:45 in the morning, Bowers driving, the Rainier's right rear tire burst on the clubhouse turn, and the car went through the fence, turning over twice. Bowers sustained a fractured skull, but will probably recover.

Louis Chevrolet began to have his troubles soon after establishing a record for twelve hours. At 10:45 in the morning his rear axle snapped, and the frame was bent by the resulting shock. Repairs were made, but about an hour later Louis' brother, Arthur, who had taken the wheel, went through the clubhouse fence and struck a tree. Driver and mechanic were hurled twenty feet through the air, but escaped injury. The car was wrecked. A little after noon the steering gear of Lozier No. 4 went wrong, and the driver had to ditch the car to escape a collision. Little damage was done, and the Lozier was soon back on the track. About the same time James, driving the Marion, took the far turn so fast that his car skidded and turned completely around. The officials decided that he was incompetent to drive, and put a man named Flanagan in his place.

A special prize of \$200 had been hung up for the greatest mileage made in the last hour of the race. This was at first believed to have been won by Buick No. 5, but at a later meeting of the M. R. A. it was announced that this prize, too, had been taken by Lozier No. 3. Owing to the fact that all the cars were permitted to cross the finishing line after the 24 hours had elapsed, the Buick was at first credited with one mile too much. The Lozier made 51½ miles.

Ralph Mulford, one of the winning pilots, was married Friday just before the race started. The wedding day had been fixed at the time the race was scheduled for September 24, and when the race was postponed he refused to change the date of the happy event. He and his bride will start on their honeymoon with the \$1,000 cash prize and a bonus added by the Lozier Company.