

REVIVAL OF GRAND PRIZE IS CERTAIN

New York Motorists Give Assurance That International Classic Will Be Run.

FREAK RACERS MAY RETURN

Rumor Intimates That Special Rule Dispensation Will Be Given for Big Cars.

NEW YORK, Feb. 12.—The Grand Prize, the classic of automobile racing, now that the Grand Prix is apparently a thing of the past, will be revived this year. All doubts that the big motor car speed contest will have a 1910 revival after last year's layoff have been removed. Although no mention of the Grand Prize was made in the recently issued calendar, comprising 100 sanctioned dates, by the contest board of the American Automobile Association, it is a surety that it will be staged. This was the purport of the information learned on the subject last night.

A man high in the councils of the Automobile Club of America stated that the Grand Prize would be held in this country next October. While the exact date has not been fixed, it is understood to be on Oct. 15 or 22. The contests will be held under the auspices of the Automobile Club of America and the Motor Cups Holding Company. The latter body was

Students Learning



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At a meeting of the International Association of Recognized Automobile Clubs, held in Paris on Jan. 19, a sanction was granted for the so-called American Grand Prize. The sanction stipulates that the event will be held during October.

Covers Situation Exactly.

Acting Secretary Harry Fosdyck of the Automobile Club of America was very reluctant to give out information on the situation.

"The contest committee of the A. C. A. has fixed upon no definite time or place for the race," said Mr. Fosdyck.

The remark covered the situation exactly. No definite time has been fixed, but the race will very probably be held either on Oct. 15 or 22. The place was not stipulated in the sanction. As to the Grand Prize's site, it is thought that the classic will go to Long Island. The reasons for this are many. It is a well-known fact that many prominent A. C. A. men are stockholders in New York's Motor Parkway. This is a strong item in favor of the cement raceway. However, there is considerable opposition to the parkway, on the grounds that it is too slow. A movement is said to be under way to swing the Grand Prize to the course at Riverhead.

The fact that the event is on schedule for October is another point in Long Island's favor. The Vanderbilt Cup contest will be held on the Motor Parkway on Oct. 1. Rumor has it that the Grand Prize will be run a fortnight or so later. According to the plan, the Vanderbilt may be made an elimination event to the Grand Prize. The scheduling of the great classic for October, and necessarily later in the month than the Vanderbilt, makes this quite possible.

May Limit Countries.

While no plans have been officially announced for the 1910 Grand Prize, many possible regulations have leaked out. It is said that a country's entries will be limited to three cars. Incidentally an attempt will be made to give the Grand Prize a stronger international flavor than ever before. There is talk of getting a

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COMFORT PROVES LEADING FACTOR,
WHILE SIMPLIFICATION, FUEL AND
COST OF UPKEEP COME IN
FOR ATTENTION.

BY WALTER C. WHITE,

Vice President of the White Company.

Rapid as has been the growth of the gasoline car industry, measured in terms of production, still more rapid has been the development of gasoline car design. In the early days of the industry designers centered their energies on the development of a car which could be depended upon to keep going with reasonable regularity. In more recent years, other considerations, such as comfort of passengers, quietness and flexibility, have received increasing attention. These qualities having been in a measure secured, the leading foreign designers and those American makers who are acting in accordance with the latest practice have very recently taken up such qualities as simplification of design, low fuel consumption and minimum cost of upkeep.

Buyers Soon Learn.

To maintain that perfection in design was reached three, two or even one year ago, or that only minor refinements have since been necessary, is to confess ignorance of, or indifference to, the advancement which has meantime taken place. The discriminating buyer will appreciate that a car of the latest design will be the most satisfactory, provided, of course, the workmanship and material are in keeping with the design.

One of the modern tendencies in design is toward the "long stroke" engine. The development of the "long stroke" engine is due largely to the fact that a year or two ago the rules of the great international races held abroad imposed limits on the diameter of cylinders and also limited the fuel consumption. The principal European makers who were at that time

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While no plans have been officially announced for the 1910 Grand Prize, many possible regulations have leaked out. It is said that a country's entries will be limited to three cars. Incidentally an attempt will be made to give the Grand Prize a stronger international flavor than ever before. There is talk of getting a special dispensation from the racing rules authorities so that an engine of 5.1-inch bore and unlimited stroke will be eligible for Grand Prize competition. Such a proceeding would mean a return to the "freak speed monsters" of former Vanderbilt Cup days. However, it is not generally thought that an unlimited stroke race would be met with approval by the manufacturers. The "stock car" idea in competition has made too much progress recently to be cast aside for the racing of freak cars.

It must not be forgotten that while the speeding of "freaks" is spectacular from a sporting standpoint, from the side of the manufacturers and buying public it means nothing. As makers are racing their products as a business proposition, it's a fairly safe guess that business lines will be adhered to. At any rate, suffice it to state that next October will see a Grand Prize race that promises to eclipse other revivals of the classic held in this country.

LAMBERT AUTO MAKES HIT.

Proves Popular Indiana Car at Chicago

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One of the modern tendencies in design is toward the "long stroke" engine. The development of the "long stroke" engine is due largely to the fact that a year or two ago the rules of the great international races held abroad imposed limits on the diameter of cylinders and also limited the fuel consumption. The principal European makers, who were at that time all interested in racing, thereupon proceeded to develop higher-powered engines of limited bore by the simple expedient of increasing the stroke. It was also found that, by increasing the stroke, the desired economy in the use of fuel was secured.

As the new construction was in every other respect advantageous, it was but a short step to develop the principles acquired in the construction of racing cars so that they might be applied to cars built for general touring purposes. It is significant of the widespread adherence to old ideas that the standard formula used in this country for computing horse power does not take into consideration the length of the stroke, and it is, therefore, to that extent defective and unreliable.

The most important of the new developments, however, is the recent tendency to simplify the design by the reduction of the number of parts. The block construction—that is, the casting of all four cylinders in a single piece—results in many advantages. It has made possible the development of a design wherein all external manifolds are eliminated and the intake passages and exhaust passages are a part of the engine casting. By such a construction it is possible both to heat