

World Record Stock Car

CTION MADE WITH VALVES THAT USED BY ANY

NTIATE OUR CLAIM

G REASONS:

tachable heads. Valves in the

uicker openings, less cam action, alves are inverted, they can not be case with flat valves used in The valve guide bushings are ble in case of wear, giving per-

NOX construction it is possible the valves and directly on the

nstruction is an ideal feature; and cylinder walls and valves ing them.

smooth and as all the gas is wasted, and consequently more

nder.

st noiseless and will remain so They are made so all valve and push rods are easily and

over the piston, also with the less dead gas remains in the tion, more power and less gas-

valves in the head motors are trated many times in all the ng cars, whether high powered superiority is proof that the antages of valves in the head.

909 and 1910 prove conclusively cars in the world.

their successes are Unit Power

OREGNERS ENTER GRAND PHER RAGE

German Concern Will Place Three Benz Cars in Run for Big Gold Cup.

EVENT WILL BE HELD OCT. 15

Contest Will Be Conducted Over Famous Vanderbilt Course on Long Island.

NEW YORK, April 80.—Charles E. Forsdick, secretary of the Automobile-Club of America, announced the other day that the Kaiserlicher Automobile Club had cabled an entry of three Bens cars for the contest on Oct. 15 for the Automobile Club of America's Grand Prise Gold Cup. The cable was addressed to William K. Vanderbilt Jr., president of the Metor Cups Holding Company, which will conduct the contest.

The 1910 race for the Automobile Club's Grand Prize gold cup will be the second contest for this international trophy, the first race having been run at Savannah on Thanksgiving day, 1908, when Lewis Wagner was victorious with a Fiat racer. After the settlement of the controversy between the Automobile Club of America and the American Automobile Association in 1908, it was agreed in the peace agreement signed Sept. 11, 1908, that both the Grand Prize gold cup and the Vanderbilt Cup were to be deeded to an independent racing association to be controlled by the Long Island Motor Parkway.

ruction is an ideal feature; and cylinder walls and valves them.

nooth and as all the gas is asted, and consequently more er.

noiseless and will remain so They are made so all vaive d push rods are easily and

ver the piston, also with the is dead gas remains in the in, more power and less gas-

alves in the head motors are ated many times in all the cars, whether high powered uperiority is proof that the tages of valves in the head.

and 1910 prove conclusively in the world.

eir successes are Unit Power ubrication, straight line shaft ship.

, raceabout or tonneauette

e Company Automobile Row

EN MERIT



William K. Vanderbilt Jr., president of the Meter Cups Holding Company, which will conduct the contest.

The 1910 race for the Automobile Club's Grand Prize gold cup will be the second contest for this international trophy, the first race having been run at Savannah on Thanksgiving day, 1908, when Lewis Wagner was victorious with a Fiat racer. After the settlement of the controversy between the Automobile Club of America and the American Automobile Association in 1908, it was agreed in the peace agreement signed Sept. 11, 1908, that both the Grand Prize gold cup and the Vanderbilt Cup were to be deeded to an independent racing association to be controlled by the Long Island Motor Parkway.

Race Eeach Year Assured.

The Motor Cups Holding Company was organized by men identified with the Parkway to become the donee of the cups, and W. K. Vanderbilt Jr., president of the Parkway, was elected president of the Motor Cups Holding Company.

One of the conditions named in the peace agreement was that the donor of the curs was to promote a race each year each cup. It was not deemed expedient to arranges for a grand prize race last year because there were no great road races abroad, and it was feared that it would be impossible to get enough entries to make an international race a representative one from the standpoint of entries and drivers.

To Use Vanderbilt Course.

It had been rumored for several months that the Motor Cups Holding Company would organize a grand prize race for this year, and Mr. Vanderbilt made a positive announcement a few weeks ago that a grand prize race would be run on Oct. 15 over the same circuit of the Long Island Motor Parkway and Nassau County roads that is to be used for the Vanderbilt cup race on Oct. 1.

In his announcement of the cabled entries from Germany, Secretary Forsdick of the Automobile Club said that these are the first official entries, and will be followed closely by official announcement of others, of which advance notifications have been received.

While the Flat Company has not made any announcement of its intentions regarding the race, it is the general impression that the Turin concern again will be represented, and that it will defend its custody of the beautiful cup with a full team of three cars.

STUDEBAKER ELECTRICS

275.00. Equal in looks and