

ROAD RACING OVER; GRAND PRIZE NEXT

Vanderbilt Cup Race Ends Season for This Year and Next Year Looms Big.

EUROPEANS TO BE ENTERED

Transatlantic Sport Revived by Grand Prix Meet Before American Event.

NEW YORK, Nov. 18.—The running of the Vanderbilt Cup race marked the close of the 1909 auto road-racing season. While there remain several track and motor-drome meets to be decided before the end of the present year, the curtain is down on road events. Already the promoters of the sport are turning their attention to the big races of 1910, and it appears almost certain at the present time that the Grand Prize race will open an auto racing season next year which will surpass all records in point of number of events and increased fields of starters. Judging from the expressed opinions of the auto clubs in various parts of the country there will be a renewal of all the events of this character during 1910, including the Lowell, Cobe, Vanderbilt, Fairmount, River-

head and Portola contests. In addition there are understood to be several other cities whose respective auto clubs are contemplating the staging of an auto race next year.

It is predicted both by manufacturers and close students of auto racing that the sport will reach a higher plane next year than it ever before achieved in this country. It appears to be a well-established axiom now that auto road racing is the greatest advertising feature of the motor-car business. With the renewal of the Grand Prize race both here and abroad early in the spring it is thought that auto racing will be started upon a boom which will exceed anything of the kind ever witnessed in this country. The idea of an international event as an opening feature of the season is rapidly gaining in popularity, and it appears almost certain that the month of May will see the staging of the biggest and most important of America's auto road races in 1910.

Plans Still Immature.

Plans for the event are, of course, in an embryo state at this time. It will be impossible to complete the details for the contest until the new rules to govern the international events are decided upon. This code will be considered at a meeting of the International Association of Recognized Automobile Clubs, of which the Automobile Club of America is the United States representative. As soon as the 1910 code is announced it is expected that it will be followed by the dates of the Grand Prix of Europe and the Grand Prize in this country. America's international road race will not be held until after the running of the Grand Prix. It is the intention of the American promoters of the sport to try and secure the entry of an American team in the foreign race in order that this country may be in a position to solicit a full entry from the European clubs for the United States event.

It has been demonstrated during the past year that auto racing is no longer a novelty in the East and that to draw big crowds to the course it is necessary to have something more than ordinary stock car competition. Since the Vanderbilt Cup race was stripped of its international character the attendance has fallen off steadily. Although there is no great difference in the speed developed, the glamour of foreign entries wheelmen has been

missing and showed in the depleted attendance. But next spring will see a change in the situation.

The past year in European motoring circles from the manufacturer's standpoint has indeed been ill starred. The business on the continent has fallen off to an appalling degree. Moreover, manufacturers who made big reputations through the racing game found them melting away. The prestige of many European machines fell off during the past twelve months. This old world decline in the industry is said to be due to but one thing—the temporary abolition of the speed game.

Grand Prix Race Sure.

Realizing this fact, the foreign makers who formed a combine against racing have dissolved and lifted the ban against racing. They have come out strong for motor contests of every description. A Grand Prix race is practically a surety. The tendency on the continent is to boom the sport. This can not but have a beneficial effect on the game. In their desire for American conquests the foreign speed contingent will compete in many events on these shores. It follows that next year's Grand Prize should be a truly great event.

The race will be held for the first time on Long Island. Already plans are being considered for the staging of the classic. The members of the general rules committee of the Manufacturers' Contest Association are considering suggestions for rules and classifications to govern international racing in 1910. This will be considered in turn by the Automobile Club of America, which body is the representative in this country of the International Association of Recognized Automobile Clubs. This latter body will meet this month or next to determine next year's racing code.

Pending the adoption of the international rules not much can be done toward arranging the Grand Prize. However, one thing is certain, and that is that the Long Island Motor Parkway officers are planning for the event. In an interview several days ago, a man prominent in the organization stated that the Grand Prize could undoubtedly be held on Long Island next year. He said that the condition of the roads after the thaw and subsequent spring rains would not permit of its being staged until late in May or June.

However, he seemed to take it that the

contest was a foregone conclusion for Long Island. It might be stated that the fact that the Motor Cups Holding Company is to stage the event next year practically assures the Grand Prize for Long Island. Many of the directors of the "peace pact" body are stockholders in the Long Island Motor Parkway. This means that they will not let the race get away from Long Island.

LAW OF SUPPLY AND DEMAND AFFECTS AUTO BUSINESS

Gasoline, Rubber, Leather, Hair and Even Steel Respond to Heavy Manufacture.

Automobile Topics, in discussing "The Law of Supply and Demand" in connection with the automobile industry, has this to say editorially:

"It is futile to expect that the motor vehicle industry should not be influenced by the law of supply and demand. The industry has assumed such enormous proportions that it is exercising a very material influence on other industries—those which produce the material which enter into the composition of automobiles.

Gasoline was probably the first commodity that felt this influence. Formerly a by-product, little regarded and not any too ready of sale, it has become a very important part of the business of oil producers. Its price has increased in consequence, and predictions have been made for some time that before very long it will be impossible to produce enough of it to supply the ever-increasing demand. When this time comes, some other fuel must be obtained—kerosene, wood alcohol or other ingredient.

"Rubber was the next commodity to feel the influence of the enormous expansion of the motor vehicle business. Prices have soared during the last couple of years to a point where the price is almost prohibitive; and yet the prediction is made, and apparently is likely to be realized, that further advances, even greater than those that have already taken effect, will follow shortly. It is said that the supply of crude rubber is now utterly inadequate to meet the demand and that there is no way of increasing it for many years. Automobile tires made of anything but rubber are scarcely conceivable, yet something must be done or the price of rubber will sweep skyward.

"With these two articles leading the procession, the same condition prevails all along the line. There is scarcely a thing used in the manufacture of automobiles that is not going up in price and becoming more difficult to obtain. Even such an article as steel, seemingly inexhaustible as the supply