

# REPAIR BAD "HAIRPIN" TURN.

Lowell Race Course Promoters Take Precautions Against Dangers.

NEW YORK, Aug. 28.—The famous "hairpin turn" in the Merrimac Valley course at Lowell, at which Al Poole came to grief in training for the 250-mile road race of last year, is undergoing an important change for the races of the American Automobile Association and the American Federation of Motorcyclists that are to be run off Sept. 5 to 11.

Although there was no accident there during the race itself last year, it has been deemed unsafe to allow the sixteen cars that will race on Monday the 6th, and probably the 20th, that will make the start in the 318-mile road race on the 8th, to take this turn on the lines of the old semicircle, consequently it is being widened twelve feet on the inside of the track.

The "hairpin turn," as it is improved, will still be one of the sensational points on the course, but it will no longer be dangerous, provided a driver takes it at proper speed. The equally famous "dip," which is midway in the back stretch of the course, is also undergoing important changes. The road at this point drops from the top of a granite ledge to the bottom of a creek so suddenly that it has long been dangerous even for carriage driving. The ledge is being leveled off by blasting and the roadway widened, and the dip is now pronounced comparatively safe.

Six motorcycle events will be held on Sept. 10 as part of the automobile carnival. They will be held under the rules of the Federation of American Motorcyclists. The events will be as follows:

- Flying mile trials for Speed King trophy.
- Two laps (21.2 miles), limited to private owners with machines of less than fifty-five cubic inches piston displacement without auxiliary exhaust ports. First, second and third prizes.

## APPERSON ENTERS RACE.

KOKOMO, Ind., Aug. 28.—The Apperson Company of this city will participate in the 300-mile road race at Lowell, Mass., Sept. 6. Two Apperson jack rabbits have been shipped to Lowell, and Driver Herbert Lytle and his mechanic, Joe Bates, will leave for Lowell early next week. If the cars make a good showing in the races at Lowell it is understood that they will be taken to Philadelphia for the race there early in October. Two cars are being carried by Lytle and Bates, though but one car is entered in either of the races. This is done so that in case of accident, in practice, they still have a car in which to race. The Apperson car management has not yet announced whether it will put cars in the 300-mile race to be run upon the Indianapolis Speedway.

# SPORTSMEN.

NEW YORK, Aug. 28.—It was not the other night by a man very high in the automobile circles that the 1909 Vanderbilt Cup was more than a possibility that it was practically a surety. The news will come as a big surprise to the students of the motor car racing from coast to coast. Rumors have been current for the past few weeks that the Vanderbilt Cup race would be held this year, and many indeed have been speculations proffered on the subject. Conjectures that have been aired many, but nothing definite was learned until last night, when a supposedly project was brought to light.

A tentative date has been set for 1909 Vanderbilt. It is Oct. 30. Practically every arrangement has been completed for the race and at the present time the manufacturers are being solicited as to their willingness to enter. Many motorists have wondered how it would be possible for a Vanderbilt race to be held this year. In the memorable peace pact of Sept. 11, between the American Automobile Association and the Automobile Club of America, it was stipulated in Clause V of the agreement that:

"The American Automobile Association agrees that after the year 1908 it have transferred to a corporation controlled by the Long Island Motor Parkway, Incorporated, the Vanderbilt upon the condition that the said corporation will promote each year a national for the said cup under the sanction of the rules of the American Automobile Association for national races."

## Exists in Secret.

The fact that this corporation existed was a secret with the large majority of motorists. Such an organization, however, has been formed and is now awaiting incorporation. The Vanderbilt of America has relinquished its right as custodian of the Grand Prize Cup, giving it to the new body in accordance with the clause of the peace agreement.

### Clause V reads:

"That after the year 1908 the American Automobile Club of America agrees to transfer, under a proper deed of gift, its Grand Prize Cup to a corporation controlled by the Long Island Motor Parkway, Incorporated, upon the condition that the said donee each year promote and conduct an international race for the same under the sanction of the American Automobile Club of America and under the rules then existing of the International Association of Recognized Automobile Clubs."





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### STRANG DELAYS HIS DEBUT.

Will Appear With New Buick Machine at Lowell

Owing to the extremely light weight of the new eight-cylinder Buick racing car built by Lewis Strang the wonderful speed creation was not tried out here at the Speedway because of the rough condition of the course. Ralph De Palma also refused to drive his "Cyclone" over the track for the same reason.

Strang will make his debut with the eight-cylinder car at the straightaway speed trials during the Lowell (Mass.) races Sept. 6 to 8. The car weighs less than 2,000 pounds; the frame, being underhung, has no transmission, being driven direct with a one-to-one gear; has twenty-eight-inch wheels with a tire lug between each spoke, and the speed monster looks to be an ideal one for circular track racing. Two carburetors are used to get a sufficient amount of gas for the eight cylinders.

The Buick team, composed of Strang, Louis Chevrolet, Burman, DeWitt and Arthur Chevrolet, are now quartered at Lowell, and are entered in the four long-distance races to be held over the Merrimac Valley course.

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