

PARKWAY IS READY

TO BE OPENED ON OCT. 10

MAMMOTH SWEEPSTAKES FOR ALL
CLASSES OF CARS TO BE FORMAL
CARD WHEN ROAD IS READY
FOR THE PUBLIC.

Posters were issued by the Vanderbilt Cup commission last week announcing the opening of the new Long Island Motor Parkway Oct. 10 with a mammoth sweepstakes for all classes of cars.

The entry blanks describe the event as the Motor Parkway Sweepstakes, divided into five classes, as follows.

Motor Park Sweepstakes, Meadow Brook Sweepstakes, Garden City Sweepstakes, Jericho Sweepstakes and Nassau Sweepstakes. Each class bears a name well known on historic Long Island. The event, which is over the William K. Vanderbilt Jr., 1908 Cup circuit, takes the place of the Vanderbilt Cup elimination race, which was made unnecessary through the limited number of American cars ready by Oct. 10.

Mr. Vanderbilt returned home from Europe a few days ago and when he heard that the Parkway was in shape for a big race on the 10th while very few racing cars of the special Vanderbilt type had been completed, or could be completed by that time, he suggested that the Vanderbilt Cup commission inaugurate a sweepstakes and offer \$5,000 in cash or plate prizes. This idea has been carried out.

Since the entry blanks and formal announcements have been issued, the engineers on the Parkway have reported that the work of construction is practically completed. The largest bridge on the Parkway, which is at Central Park, was turned over to the cement workers Tuesday last, and it is believed that it will be thrown open for use early this week. The bridge connects two long sections of the cement highway between Central Park and Bethpage, and Central

Donor of Famous



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Stretch Almost Done.

All of the grand stand stretch is completed and cars have been running over it for some days. There is a little more work to be done between the grand stand and the western end of the Parkway, but the bridges over intersecting highways in this section are open and the finishing touches can be put on in two or three days. This practically completes the eleven miles of the parkway which forms a southern boundary of the 1908 Vanderbilt Cup circuit, and the grand stand is about half completed. The telephone service has been installed around the entire circuit, and racing drivers who have been selected by the various entrants are preparing to open their headquarters on the Parkway about the first of the month in order to get in a week's practice prior to the running of the sweepstakes.

In many ways this sweepstakes event will be quite as interesting and spectacular as the Vanderbilt Cup race on the 24th. It is a novel race, in that cars of all classes are started together, or within thirty seconds apart, just as the Vanderbilt Cup cars are started, and they will all go over the Vanderbilt Cup circuit of twenty-five miles.

The smaller cars, selling for \$1,000 or less, will go 100 miles in four laps; those selling for \$1,001 to \$2,000 will go six laps, about 150 miles; those selling for \$2,001 to \$3,000 will go about eight laps, about 200 miles; those selling for \$3,001 to \$4,000 will go nine laps, about 225 miles, and those selling for more than \$4,000 will go ten laps, or 250 miles, which will be the distance of the Vanderbilt Cup race, fourteen days later.

The entry fees are so small that the sweepstake races will probably attract many private owners. Small cars will be entered for \$50, \$2,000 cars for \$75, \$3,000 cars for \$100, \$4,000 cars for \$125, and cars selling for more than \$4,000 for \$150. The smallest prize is \$1,000, so that the man with a moderate-priced car has the opportunity of winning in this race more than he paid for his car. It is probable that other prizes will be offered for drivers.

The entries will close Oct. 3, and the William K. Vanderbilt Jr. Cup commission, under whose auspices the sweepstakes are to be run, reserves the right to refuse entries when they deem a class filled. It is probable they will allow ten to fifteen cars in a class, because in order to



Vanderbilt has just returned from Europe, and it is believed that he is much discouraged at his failure to obtain one foreign entry of consequence for the Vanderbilt Cup race. He is therefore, it is said, disposed to consent to the withdrawal of the race. And it is more than probable that if the race takes place this season it will be the last, at least, at which Vanderbilt will act as an official.

Vanderbilt, as the donor of the Vanderbilt cup and the founder of the race which bears that name—the greatest automobile event of America—has been

MAY REVISE RULES

GET FOREIGN SUGGESTIONS

NEW PLAN FOR INTERNATIONAL AUTOMOBILE CONTESTS WOULD LIMIT CYLINDER BORE TO 130 MM—POWER SUFFICIENT FOR TOURING.

The Automobile Club of America has received a communication from the Marquis A. Frerrero Ventimiglia, president of the Automobile Club of Italy, embodying suggestions for a revision of the international rules at the coming meeting of the International Association of Recognized Automobile Clubs, which will meet in Paris on Oct. 11.

The new suggestion limits the cylinder bore to 130 millimeters. The arguments in favor of this limitation being that, although there exists types on the market larger than 130-millimeters bore, it would be better to limit the maximum to this measurement because there is an oppor-

drivers.

The entries will close Oct. 3, and the William K. Vanderbilt Jr. Cup commission, under whose auspices the sweepstakes are to be run, reserves the right to refuse entries when they deem a class filled. It is probable they will allow ten to fifteen cars in a class, because in order to make the race lively and attractive enough to hold the attention of the racing public, as well as the buying public, it is desired to fill the circuit with cars and have them passing the grand stand every minute. As the smaller cars complete their laps they will be run down a chute and off the track. Special score boards are being completed by the Parkway engineers, and through these the spectators will have the opportunity of keeping close tab on the winning cars in each of the events.

To Use Highways.

All of the public highways are to be used to complete the Vanderbilt Cup circuit and will be closed on the 10th, just as they would have been had the elimination race been held on that date. Special deputies sworn in by the sheriff of Nassau County will guard the course, and as there is only one railway crossing at a grade, little danger is anticipated from this source. A block signal has been installed at this one grade crossing so that racing cars approaching will be warned in plenty of time if a railway train is also approaching. There is only one railway crossing on the cement part of the circuit, and this, of course, is crossed by a cement and steel bridge, just as all public highways along the Parkway are crossed.

In the sweepstakes races the owners of competing cars may place special racing bodies on their stock chassis, and if they wish to lower the angle of their steering wheel, letting the driver down low, and thus enabling the car to take curves at higher speed without danger. Exhaust may be directed through the side of the hood or a horizontal exhaust point backward, but the exhaust pipes must be sufficiently high over the roadbed to prevent the throwing of dust. There is no weight limit in any of the classes, and any standard tire or rim may be used.

Applications for entries may be made to Mr. Jefferson De Mont Thompson, chairman of the Vanderbilt Cup commission, 487 Fifth avenue. Those desiring reservation of seats and boxes in the grand stand and parking spaces in the grand stand stretch can also apply to Mr. Thompson, 487 Fifth avenue, New York city.

Entries for the sweepstakes are being made rapidly by manufacturers, agents and private owners, and the success of the opening race on the Parkway is already more than assured.

Entries for the William K. Vanderbilt Jr. Cup race, which have been extended to Oct. 1, permitting three cars to be entered for \$1,000, also will very probably, and more the termination of the... existing between the

The new suggestion limits the cylinder bore to 130 millimeters. The arguments in favor of this limitation being that, although there exists types on the market larger than 130-millimeter bore, it would be better to limit the maximum to this measurement, because there is an opportunity to leave a sufficiently strong difference between the 155-millimeter bore of cylinder of racing cars and of the 130-millimeter bore proposed.

It is also suggested that owing to continual improvements the power obtained from a 130-millimeter bore motor is already sufficiently great for touring purposes.

These suggestions have been forwarded to each American manufacturer and manufacturers' association with a request that their views be forwarded to the club's technical committee in order that the club's representatives may lay the American manufacturers' views before the international association.

It will mark a new era in America's international affairs when the American manufacturer has a voice in the International Association of Recognized Automobile Clubs, and it is hoped that replies from manufacturers stating their views will be forthcoming immediately so that the consensus of opinion can be gathered by the technical committee and submitted to the clubs' delegates before they sail for Europe.

STUDEBAKER WILL BE READY TO TURN OUT AIRSHIPS

Representative of Company Declares Plant Can Manufacture Anything in Way of Fast Conveyance.

D. E. Ford, representing the Studebaker Company, has just returned from a tour of the West. Ford seemed highly elated at the successful tests that their new automobile buggy has just passed with such flying colors.

"With the addition of this new auto buggy," said Ford, "we have a complete line of self-propelled vehicles, and the house of Studebaker stands forth pre-eminently as the largest manufacturer of automobiles in the world. In fact, I don't see how our line of cars could be improved upon, as it comprises everything in the gasoline line from an 'auto buggy' at the usual popular price, to the finest and most luxurious limousine. In the electric field the Studebaker line comprises everything from a small runabout to a 10,000-pound truck.

The only thing left seems to be to make an addition to the factory for the building of dirigible balloons and aeroplanes, we would be well fixed for the conquest of the air.

"However," continued Ford, "until the demand for airships is more urgent than at the present time, we will probably concentrate our attention on automobiles."