

# CUP RACE TO CLOSE MOTOR RACING YEAR

Vanderbilt Trophy Affair Bids  
Fair to Be the Greatest Ever  
Held in East.

## INDIANA CARS ARE ENTERED

Fifth Annual Competition Open  
Only to Stock Chassis Instead  
of Special Racing Machine.

NEW YORK, Oct. 23.—What has been the greatest automobile racing season ever known in the history of the sport in this country will appropriately be brought to a successful conclusion on Saturday with the race for the Vanderbilt cup, the blue ribbon of the motor racing world.

While the entry list does not close until tomorrow, enough entries have been received to insure its success and, unless all signs fail, judging by the character of the cars entered and the caliber of their drivers, it should be the best and fastest race ever held for this historical trophy.

Unlike its predecessors, this year's contest, which is the fifth competition for the cup offered by William K. Vanderbilt Jr., is only open to stock chassis in Classes 1 and 2 (Class B), as defined by the rules of the American Automobile Association, instead of for specially built, powerful racers as was the custom in previous years. In other words, this year's Vanderbilt cup race is open to cars of from 451 to 600 cubic inches piston displacement, with a minimum weight of 2,400

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GAMMEL LEWIS SHAW

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### Three Events on Program.

In addition to the above, prizes are also offered in two other classes, Class 3, for the Wheatley Hills Sweepstakes, for cars of 281 to 300 cubic inches, with a minimum weight of 1,800 pound, and Class 4, for the Massapequa Sweepstakes for cars of 161 to 230 cubic inches piston displacement with a minimum weight of 1,500 pounds. It is also provided under the conditions of the contest that in the Vanderbilt Cup race the cars are to cover twenty-two laps of the 12.64 mile circuit, or 278.08 miles; in the Wheatley Hills event, fifteen laps, or 189.60 miles, and in the Massapequa event ten laps, or 126.40 miles.

Judging simply by their piston displacement the cars entered in this year's race are not anywhere near as powerful as the cars entered in previous races, but as a matter of fact, despite their smaller piston displacement, they are probably the fastest field of cars ever entered in a road race. Even the smallest cars have shown a speed of over sixty miles per hour, while the larger cars will probably make seventy to ninety miles an hour.

The well-known speed of the cars, combined with the fact that this year's race will be held over a short twelve-mile circuit absolutely free from hills lends color to the statements of the drivers who have been over the course that the winning car this year will not only smash all previous Vanderbilt Cup records but will probably average between sixty-five and seventy miles an hour for the entire distance.

### Race Starts at 9 O'Clock.

Another innovation in connection with this year's race, which will be appreciated by those who object to staying up all night, will be the fact that Saturday's race will be started at 9 o'clock in the morning instead of at daylight. This will, of



SAMUEL LEWIS SHANK

Schiff, F. G. Curtiss, W. H. T. Huhn, Dr. Allen, T. Haight, E. W. C. Arnold, Sidney J. Smith, J. F. O'Rourke, Joseph M. Gilbert, Charles G. Gates, George Bennett, Windsor T. White, Ingles M. Uppercue, M. J. Walsh, Benjamin Briscoe, Hugh Chalmers, Carl Page, Eugene Van Schaick, H. S. Firestone, J. M. McDonough, A. B. See, J. D. Adams, E. R. Willits and H. Z. Gray.

### Car In Cup Race.

Up to Thursday afternoon no less than twenty-four entries had been received, including fifteen cars for the Vanderbilt Cup, three for the Wheatley Hills Sweepstakes and six for the Massapequa Sweepstakes, as follows:

#### VANDERBILT CUP RACE.

Classes 1 and 2; distance 22 laps, 278.08 miles—

1. Simplex, L. A. Mitchell, driver.
2. Isotta-Fraschini, Joe Seymour.
3. Chalmers-Detroit "40," Bert Dingley.
4. Chalmers-Detroit "40," L. B. Lorimer.
5. Fiat, Lewis Strang.
6. Alco, Harry F. Grant.
7. National, John D. Aitken.
8. National, Charles C. Merz.
9. Apperson "Jack Rabbit," H. N. Harding.
10. American Roadster, Willie Haupt.
11. Buick, Louis Chevrolet.
12. Fiat, E. A. Hearne.
14. Fiat, E. H. Parker.
15. Marmon, Harry Stillman.
16. Mercedes, James B. Pyall.

#### WHEATLEY HILL SWEEPSTAKES.

Class 3; distance 15 laps, 189.60 miles—

31. Moon, Philip Wells.
32. Marlon, George L. Reiss.
33. Marmon, E. A. Harroun.

#### MASSAPEQUA SWEEPSTAKES.

Class 4; distance, 10 laps, 126.40 miles—

41. Chalmers-Detroit "30," William Knipper.
42. Chalmers-Detroit "40," Joe Matson.
43. Maxwell, Martin Dooly.
44. Maxwell, Arthur See.
45. Maxwell, Thomas Costello.
46. Hudson Twenty, George Ainslie.

TROOPS MOVE IN SECRECY.

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If last year society looked rather coldly on automobile racing, this year, judging by the sale of seats and boxes, society leaders have taken it up again with renewed enthusiasm, and although the race is only a week off it is probable that the entire grand stand will be disposed of before Wednesday. Among those who have purchased seats and boxes are Mrs. Sidney Dillon Ripley, Alfred G. Vanderbilt, Clifford V. Brokaw, L. M. Bowker, C. A. Fowler, Carl Berger, J. M. Murdock, William Mitchell Lewis, L. M. Gibb, Charles D. Cooke, John C. King, G. M. Weeks, H. H. Fleischman, R. Percy Thompson, E. D. Morgan, Charles Steele, Mortimer

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## TROOPS MOVE IN SECRECY.

War Department Hides Facts Concerning Soldiers Coming Home.

WASHINGTON, Oct. 23.—A general order governing the movements of troops to and from the Philippines and Alaska during 1910 will be issued by the War Department next week. Pending a decision regarding every detail of the order involving the stations to which the homecoming troops are to be assigned, the officials decline to make known even the regiments to be ordered back. It is thought, however, the order will name the dates of sailing of probably the Sixth, Ninetenth and Ninth regiments of infantry to the Philippines, and it will give the home stations upon their return from the islands of the Fourteenth, Twenty-third and Fourth regiments of infantry.

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