

Ask for Authorization for Vanderbilt Race

Formal application for permission to use the roads of Nassau County, Long Island, N. Y., for the 1908 Vanderbilt Cup Race was made this week. A. R. Pardington, general manager of the Long Island Parkway, appeared before the Board of Supervisors of Nassau County at Mineola for this purpose. The application asks for the use of roads in the towns of Oyster Bay, Hempstead and North Hempstead on October 10 and October 24.

The elimination trial to select the American team in the cup race is scheduled for Saturday, October 10, and the supervisors are asked to allow the roads to be used between the hours of 5 and 10 o'clock in the morning. The cup contest is scheduled for decision two weeks later, Saturday, October 24, and permission is asked for the use of the roads from 5 o'clock in the morning until 3 o'clock in the afternoon. The length of the proposed circuit is about 30 miles. The Board of Supervisors announced they would give a public hearing on the application on Monday,

August 3, at 10 o'clock in the morning in the court house at Mineola.

The roads included in the proposed circuit are as follows: Beginning at the Round Swamp road at or near the juncture with a road known as the Manetto Hill road to Plainview, thence on a straight road to Woodbury and east along the Woodbury road to a point or juncture of the Woodbury road with the Jericho turnpike, over the Jericho turnpike west to Jericho village, thence south from Jericho village on the Masepequa-Oyster Bay to its point of juncture with the Jericho turnpike, thence west over the Jericho turnpike to the old Westbury road, then south to the Old Country road and easterly along the Old Country road to Merrick or Whale Neck Avenue, thence along Merrick Avenue to a point about 400 feet north of the Central Branch of the Long Island Railroad to the roadway of the Long Island Motor parkway. About ten miles of the parkway is to be used, and the official grand stand will be located on this stretch.



LONG ISLAND PARKWAY CONSTRUCTION—THE FINISHING MACHINE

28-Mile Circuit for Vanderbilt Cup Race

A course measuring 28 miles around and composed of about two-thirds country road and one-third Parkway, the latter being a portion of the new Long Island Parkway, has been selected for the 1908 Vanderbilt Cup race, which will be run on October 24. The course is said to be very much faster than any previous Vanderbilt circuit. It passes through a country that is almost devoid of hills, and the roads outside of the Parkway are exceptionally good. The portion of the Parkway itself—about 11 miles—is now nearing completion and will be of cement, so that no obstacle to the attainment of the highest speed will be presented.

The American Automobile Association have given out the particulars of the course, the details of which will be found in the following pages:

It will be possible for the winning car to attain an average speed of fully 70 miles. There are no hills of any considerable per cent., and more than one half of the circuit is slightly down grade. The other half is practically a dead level, including 11 miles of specially laid cement highway, more than 20 feet wide at its narrowest point, banked and dished upon all turns with easy grades approaching railroad and public highway crossings. The rest of the circuit is made up of State and county roads, which are in the trim of condition, and over which the racing cars can travel equally as fast as they can over the cement parkway.

The northern boundary of the course is the well-known Jericho turnpike, beginning at the old Westbury road about three miles east of Krugs Corner and running ten miles east to the intersection of the Woodbury and Hicksville macadam road.

The western boundary of the course is composed of a portion of the old

Westbury road running south from the Jericho turnpike to the old county road, and along the old county road about an eighth of a mile to Whaleneck Avenue, thence south to the beginning of the Motor Parkway.

The southern boundary is composed entirely of the new cement parkway, beginning at Whaleneck Avenue and paralleling an abandoned branch of the Long Island Railroad known as the Hempstead branch, for a distance of nearly eleven miles to a small settlement called Bethpage.

The eastern boundary of the course begins at the termination of the cement parkway at Bethpage and runs north along Round Swamp road to its intersection with the Plainview road and along that thoroughfare to its intersection with the Woodbury and Hicksville macadam road, along which it continues to the Jericho turnpike, where there is a sharp left turn known as the "Flatiron." From this turn the course practically coasts westward on Jericho turnpike for ten miles back to the old Westbury road and thence south to the beginning of the parkway.

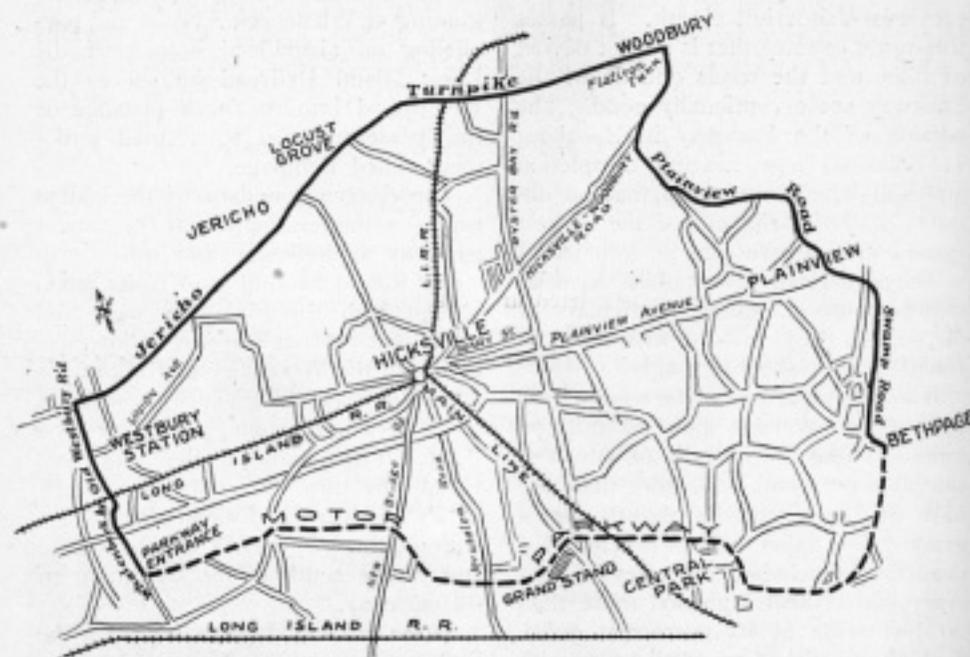
There are eight sharp turns on the State and county road portions of the course, but the parkway turns are all beautifully rounded and banked. The surface of the cement is as smooth as a city concreted street and the possibilities for high speed are quite enough to satisfy the ambition of the most daring racing drivers in the world.

It is proposed by the Motor Parkway Corporation to erect a mammoth steel grandstand on the south side of the cement roadway about four miles from its beginning. From this stand spectators will have a bird's-eye view to the east and west for the eleven miles so that it will be possible to see the cars as they attain their highest speed on the

beautiful "S" turns and as they pass over the graded viaducts crossing the railroad and intersecting public highways. In extent this grandstand view will be about ten times greater than at any previous Vanderbilt race.

The new course might aptly be termed "The Plateau Racing Drome." The first impression of the visitor is

After the course leaves the cementway and comes back to the public highway at Bethpage there is what has been termed in the past Mannoto Hill, but it is such a slight affair it is hardly worthy the name. The foliage along Round Swamp and Plainview roads is quite thick, and if there is any dangerous part of the course it would be in this



THE 1908 VANDERBILT CUP COURSE

that he would like to be up in a balloon a few hundred feet and see the entire circuit, and this would be quite possible because of the almost monotonous flatness of that section of Long Island. Beginning at the Jericho turnpike and the old Westbury road the course sweeps through the famous Hempstead plane country where there is not a vestige of shrubbery or any wood to mar the vision. All of the cementway passes through a country of the same character—nothing is in sight save the low meadow grass and an occasional "kind-faced cow" grazing upon the same.

section, where the turns are quite frequent and where the view ahead is generally of short range. For the most part the racing cars will be tearing through either a beating sun or rain, as the day may happen to afford. The only shade is along Jericho turnpike, where the trees are quite tall and in some parts extremely beautiful, sometimes overlapping the roadway.

Mr. A. R. Pardington, vice-president and general manager of the Motor Parkway Corporation, who has active charge of the building of the parkway, says the eleven miles which are to be



CONSTRUCTING THE CEMENT PARKWAY

used for this event will be completed in plenty of time for the American cars entered in the elimination race, October 10, to have a few days practice. There are several contractors engaged upon the work and their sections are so short it will be perfectly easy for them to finish in the time allotted. All of the

crushed stone and the cement necessary in the construction is upon the ground, together with the steel netting, which forms the foundation for the cement roadbed. The wire fencing which is to run along both edges has been contracted for. This fencing is about five feet and composed of ten parallel wires set



ON THE VANDERBILT COURSE—A SHARP TURN ON THE PLAINVIEW ROAD

close together and held in position by vertical wires about twelve inches apart.

There are within the eleven miles two or three cement bridges and one steel span to carry the parkway over intersecting highways and low places. The steel span is ninety feet in length and is located at a place known as Central Park, near the eastern end of the parkway.

Three toll lodges will be finished in time for the race. The first entrance lodge is located near the famous Mead-

cw Brook Hunt clubhouse—for many years the rendezvous of the elite hunting set of Long Island.

Complete arrangements have been made for guarding the entire course and little or no trouble is anticipated on this score, because no part of it passes through any settlement where a large crowd of spectators might gather. In fact the four sides of the course are much more isolated than has been the case in many previous Vanderbilt race.
