

ENDURANCE CONTEST TO START OCTOBER 1

Local Automobile Association
Planning for Greatest Event of
Kind in History of State.

TO FRENCH LICK AND RETURN

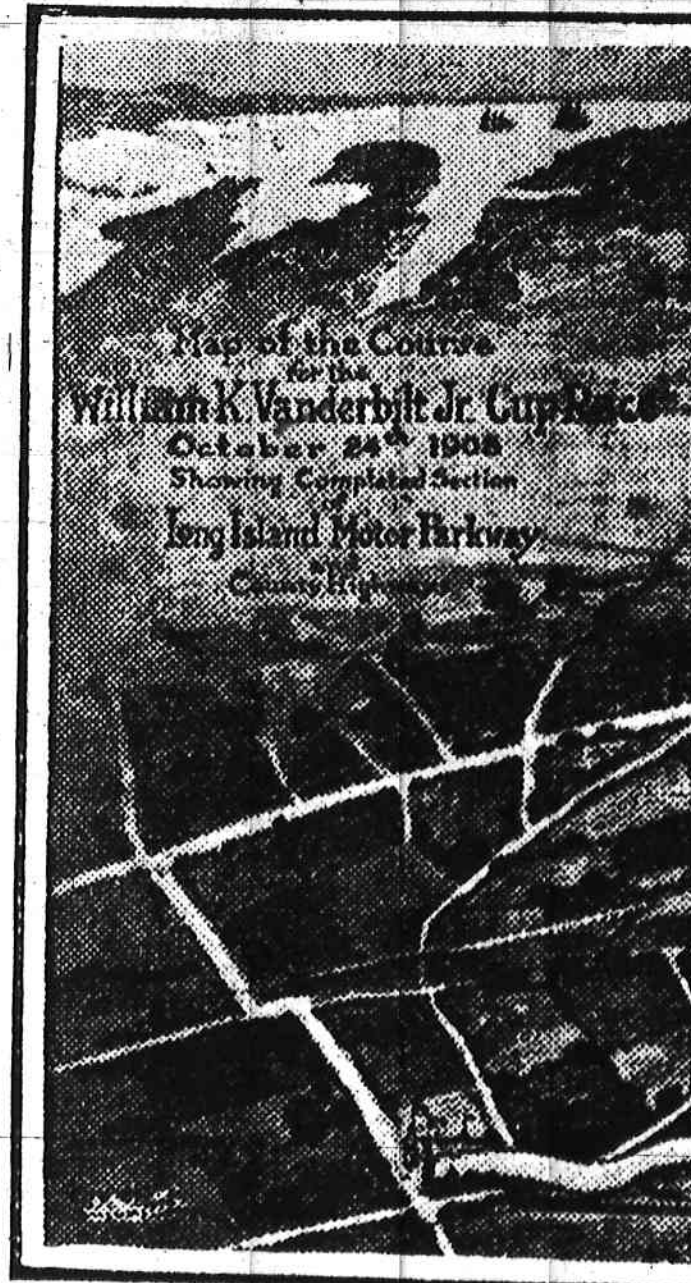
Committees Are Busy Perfecting
Details and Struggle Will Be
Severe Test for Cars.

The special committee appointed by the Indianapolis Automobile Trade Association has made very rapid progress during the past week in arranging for the forthcoming endurance run to be held by the association. A number of meetings have been held and it is already evident that this will prove by far the biggest and most important event that the association has yet pulled off.

The contestants will leave Indianapolis early Thursday morning, Oct. 1, and will, in all probability, run down to French Lick by way of Franklin, Columbus, Seymour, Mitchell, Orleans and Paoli, spending the night at French Lick and returning on Friday, Oct. 2, by way of Bloomington and Martinsville.

The special committee has again been fortunate enough to secure the services of George Weidley of the Premier Motor Company, W. G. Wall of the National Motor Company and Howard Marmon of Nordyke & Marmon as a technical committee. This committee will draw up the rules and will make several trips over the proposed course, drawing up a route book

Round



RACE WINNING FAME

COURSE AN IDEAL ONE

ELEVEN MILES OF LONG ISLAND MOTOR PARKWAY WILL BE READY FOR ELIMINATION TRIALS EARLY IN OCTOBER.

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Wainwright Will Referee.

Lew Wainwright has agreed to act as referee, and the reports of the technical committee, after the examination of the cars at the close of the run, will be submitted to Mr. Wainwright, whose decision will be absolutely final.

Thirty-seven cars took part in the last contest held by the association, and it is already evident that this number will be exceeded in the forthcoming contest. The route is probably the most interesting and the most strenuous that the State of Indiana affords, and a great deal of enthusiasm is already being exhibited in the towns along the line. Mr. Stubbs, secretary of the association, having already received three offers from small towns to supply the contestants with free lunches and drink.

Entry blanks are being prepared and the American Automobile Association has been written asking that it give the contest its official sanction. Many of the local cars that took part in the Glidden tour will also participate in this run, notably the Premier, Overland and Marmon cars.

To prevent speeding along the course, it is probable that similar rules to those used in the last Eastern contest will be adopted. Roughly, they are as follows:

Contesting cars are allowed so much time to make the total run and are not permitted to arrive at the checking station ahead of time, and must keep their cars moving all the time. This means that if a car is driven beyond a reasonable rate of speed in the early part of the contest, the driver will have to make the latter part of the run at a very low speed and probably on his first gear.

The cars entering the last run given by the association had to make an average speed of fourteen, sixteen and eighteen miles respectively, according to the size and price of the car. It was found, however, that every machine entered had considerable time to spare and these averages will be raised to sixteen, eighteen and twenty, and a special class for the cars of the buggy type will probably be arranged for. The cars in this class will only have to show an average of fourteen miles per hour.

Association Working Hard.

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While the fame of the William K. Vanderbilt Jr. Cup race is probably greater than that of any of the automobile races of Europe, with the possible exception of the Grand Prix, very little is yet known about the new cement course on Long Island, over which the 1908 race is to be run Oct. 24.

It is very fitting that the big American motor classic should now come into what might be termed its permanent course on the historic and picturesque Long Island, over the public roads of which it has been run three times. Eleven miles of the Long Island motor parkway, headed by William K. Vanderbilt Jr., donor of the cup, will be completed early in October for elimination trials of the American cars which are going to try for the cup. This eleven miles is not sufficient for the entire course, but it is situated on the great plateaus of the famous Hempstead Plains which are crossed by many public highways, with surfaces almost as level as that of the cement parkway itself.

Through the co-operation of the supervisors of Nassau County the Vanderbilt Cup Commission has been given permission to use fourteen miles of these excellent county and state roads which, joined to the parkway at either end, make an ideal triangular race course of about 25 miles.

Grandstand Reached by Train.

The race will start as usual, soon after daylight and the grand stand, which is to be located on a portion of the new cement way where the spectators are afforded the finest view of the cement course, will be reached directly by special trains on the Long Island Railroad. A branch of this road runs directly from Long Island City to Garden City, which is about four miles west of the beginning of the course. Although the regular trains do not run below Garden City at present the tracks are in good repair as far as Bethpage, which is the eastern terminus of the parkway, and the railroad company proposes to run side-tracks to the rear of the grand stand. It may be possible for visitors to the race from a long distance to take a sleeping car at Long Island City on the night preceding the race and remain in it on the grand stand side tracks until the racing cars are called to the line at daylight.

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A special general meeting of the association will be called within the course of the next ten days to once again consider the advisability of amalgamating with the Indiana Automobile Club. The club for the last few months has been in a comatose condition, but the work done by the association has been the means of reviving and stimulating an interest in automobile sports among the private automobile owners of the city, and there is every reason to believe that Indianapolis will soon have an organization which will embrace, owner, dealer and manufacturer in very much the same way as the Chicago Motor Club, which is probably the most successful organization of its kind in the world.

The work done by the association since its formation last month has been productive of fine results, and the secretary has received letters from very many important Eastern towns asking for copies of bylaws and suggestions for the formation of similar organizations. The various trade papers throughout the country have also written some very flattering editorials on the work done in Indianapolis, and surprise has been expressed that with such promising material at hand no organization had been established before.

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Never before have such complete arrangements been made for the accommodation of visitors to an automobile race. There will be eleven miles of elegant parking space on either side of the cement way, under the control of the Vanderbilt Cup Commission. Heavy steel wire fences will line the parkway from beginning to end, so it will be impossible for cars to pack at any particular spot. They will be admitted at the Whaleneck avenue entrance, which is the eastern entrance and beginning of the parkway, and lined single file, in accordance with the official parking space diagrams.

Full Speed at Crossings.

The cement portion of the new Vanderbilt cup course will be twenty-eight feet wide, crossing all intersecting railroads and highways overhead by cement viaducts, now in course of construction. These viaducts and bridges are the most expensive portions of the new motor highway. They must be fully twenty feet above the level of the intersecting dirt and railroads. The approaches must be tapered down so that the racing cars can take them at full speed. All of the turns on the cement highway are symmetrical, rounded and banked, permitting maintenance of the same speed which the cars attain on the level stretches.

After leaving the grand stand the racers will have a very fast run over the cement for six or eight miles eastward to Bethpage, where the parkway joins what is known as the round swamp road which runs north on a slight grade to the beginning of the Plainview road. Following this road the car continues north to its intersection with an extension of the Jericho turnpike at the

The Regal Car

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