

RECITES NEEDS OF NEW AUTO SOCIETY

**Local Car Builder Gives Support
to Proposed Organization of
Motor Men.**

ALL FAVOR SPEEDWAY SITE

**Believe Famous Race Course Is
Logical Place for Handsome
Clubhouse.**

By Will H. Brown.

There is nothing that shows the healthy condition of the automobile trade and sport better than the demand, which has just recently been expressed here, for a real live automobile club.

Indianapolis, famed as it is far and wide because of its being one of the world's greatest manufacturing centers of automobiles, and also famous because of the Speedway, is yet a little behind some of its rival cities in matters of club organizations.

The Indianapolis Automobile Trade Association is recognized as an almost model organization, and under the leadership of Fred I. Willis has accomplished wonders for the trade men. It has succeeded in staging annual shows that have eclipsed those in larger cities both in magnitude and the original and popular manner in which they have been conducted.

The main difficulty is that the large motoring fraternity, both trade and private owners, are not linked together in a body that would result in an abundance of mutual benefit.

Held Mass Meeting

Jap Clemens and C. L. Burch recently made the trip to Dayton, O., for the Speedwell car purchased by J. V. Murphy of Princeton, Ind. On the trip over the train ran over and killed an Italian, going into Dayton a Chalmers-Detroit run into the train, but did not do the car any serious damage, other than the bending of the radiator and the breaking of the lamps. "Jap" started toward Indianapolis with the car.

Crossing the West Alexander bridge with an interurban car coming the occupants of the car heard a great splashing in the water and turned around to see the trolley in the river, having broken down a pole when leaving the track. Clemens and his companion broke the windows and assisted the passengers to shore.

A little further on the Pennsylvania train hit two women in a buggy, demolishing the vehicle and slightly injuring the occupants. The auto was turned into an ambulance and the injured removed to a farmhouse. To cap the climax the car ran out of gasoline a mile east of Irvington and "Jap" was forced to walk to the suburb and back.

mentary tickets to all of the eight days of aviation events this season.

This small fee and these many advantages are better than any other city could offer. Some of the boosters are inclined to think that a different arrangement could be made, and these gentlemen will meet with Mr. Fisher Tuesday morning and discuss the plans. Personally, I think we will have little trouble in getting the 1,000 members. I understand that in Detroit and other cities the initiation fees are far in excess of what we propose and the advantages are not as many.

But aside from the mere social and pleasure benefit of banding this body of motor devotees together there will result other good that must not be lost sight of.

This club, I believe, should be led by officers taken both from the ranks of the trade men and the private owners. It will be affiliated with the American Automobile Association. Membership in this club would entitle the members to also be members of the national body and of the newly organized state body of the A. A. A.

I agree with A. R. Kling, secretary of the newly organized state body, that his organization can not carry on its work without an affiliated body in this city.

There will be several tours conducted to this city during this season. One is coming from Columbus, another from Detroit, another from Louisville, one from Chicago and another from Toledo. There probably will be others. All of these cities have A. A. A. clubs and the men who will participate in these runs will be members of this body. Indianapolis motorists will then want to be able to greet them as club members, and the pleasure of extending the welcome hand to these knights of the road will naturally fall upon the proposed

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Hold Mass Meeting.

At the meeting last Thursday night in the Fiat Tire Club rooms it was admitted by almost every one present that the time is now ripe to realize the dreams of years, that of a clubhouse.

E. A. Moross, director of the Speedway contests, reported that he had suggested to Carl G. Fisher that the clubhouse be built at the Speedway. This idea, I think, is the logical one. The Speedway Park is a beautiful place and an ideal location, where motorists can ride and take their friends. It is a place that every automobile man in the city can take his visitors to and point to it with pride, and also to his clubhouse. I do not believe any one will question but what the Speedway is the place for this house.

There are several other questions that enter in. Mr. Fisher, according to Mr. Moross, proposes to build a house and have it completed by the first automobile races, May 27.

Mr. Fisher is quoted as suggesting that there be a nominal fee for every member; that 1,000 or more members be guaranteed; that every one will be entitled to have free use of the Speedway track for pleasure riding except during race meets, and that every one will be a member of the Aero Club and be entitled to compli-

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I understand that there are business men, who have not been caught as yet with the gasoline fever, who are, however, ardent advocates of this proposed organization because they are foresighted enough to see that it will work good to the city in several respects. It is the natural thing to do, and all that is needed now is that every trade man and private owner get together and attend the mass meeting next Tuesday night to be held at the Denison Hotel. I understand that the committee to see Mr. Fisher will have a definite proposition to lay before this body, after which officers will be elected. It will then be only a question of time and work until the membership will equal the desired amount and the clubhouse built.

The question of organizing to fight for Federal registration and better automobile laws of all kinds is a serious one and needs the united thought and action of the motorists. The club offers the solution. Then there is the problem of better roads; it is one of the most absorbing of the day. The club would form the mouthpiece to express the sentiments of the people who are most vitally interested in the highways.